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the British officials, both civil and military, refused to believe that their troops and native employees could ever be unfaithful and "untrue to their salt." Now, when certain hatters from Bengal have co-operated with a prating little Englishman with a Scotch name who was not ashamed to show gratification at having garlands of flowers hung round his neck by "failed B.A.s" of Hindu colleges, when persons who could not pass an examination in any Indian language whatever, dare to pose as champions of the native races, we marvel to see the once dignified and martial compatriots of Ranjit Singh degrading themselves to the level of such incongruous associates. That a Sikh should exhibit some of the faults as well as most of the virtues of a soldier is but natural. A word of reproof from his superior officer has usually been sufficient to recall a brave and soldierly man to his better sense. It seems a pity that such a fine class of men should degenerate. Of all hateful odours none, it is said, is more noxious than that of rotten lilies. That men who once held duty and honour dearer than life itself, should meanly combine the duty of a police constable with the greed of a money-lender is of the most saddening signs of these warping times. That a Sikh should be guilty of insolence and insubordination is enough to make the spirits of Allard, Gardner, Nicholson, Hodson, Lawrence and of many other leaders of Sikhs, come back from the abodes of the dead and wither with some more terrible rebuke than a magistrate may by a sentence of a few days' imprisonment inflict, these unworthy sons of valiant sires who were true to their salt.

HONGKONG CRITICS.

(25th July.)

In view of the great prominence which has been given of late to the utterances of ex-President Roosevelt, in regard to British administration in the various countries visited by him in the course of his transcontinental tour, it is rather interesting for us in Hongkong sometimes to hear the criticisms of our American visitors from Manila and elsewhere, levelled against the life and governmental conditions of Hongkong. Perhaps more than any other class of Americans, the Manilaites are prone to outspoken criticism and comment upon affairs in neighbouring settlements. In Hongkong we have the Manila man always with us. He comes and goes almost without ceasing, bent upon business, or upon pleasure, and apparently he considers it a duty to air his views upon anything that takes up his attention in the city or in the Colony generally. No one except perhaps a highly prejudiced official, personage can take offence at the openness with which our neighbours make their remarks, commendatory or otherwise. The American, as a rule, is accustomed to plain speaking in his own country and is no respecter of persons. The ordinary citizen looks upon it as an inherent right to go to White House when he pleases and interview the President if he so desires. And in very few instances, indeed, does the President of the American Republic care to offend this democratic right of citizenship which every one of his people claims. It is just in this very direction that one gets the first American criticism of conditions existing in our own Colony. To take a notable instance of this, the writer had the pleasure the other day of meeting a prominent man from Manila, who had a good many pungent remarks to make upon the official side of Hongkong life. "Why," he said, "it is difficult to approach any of your high officials here, as it is for a camel to go through the eye of a needle. In New York if I wanted to see the President on a matter of business I would simply have to go right in and would be sure of receiving every attention and kindness so far as I deserved it." And so he went on. His argument was that British officials especially in Hongkong do not show that readiness to enter into the stranger's business propositions which they naturally, as officials, should do. As for the British Consular service in the various places in China to which his business projects have carried him, he had found them not so bad on the whole, but he had never yet found a Britisher who if he had some trouble to overcome would not rather approach the American Consul in preference to his own. The underlying principle apparently was that the British Consular body should sub their own nationals and do as little as possible for anyone else. Well, if all that this visitor said were correct we must be in a very bad way indeed. But at the same time there are many British residents of the Colony who have heard pretty much the same opinion regarding the remarkable and irritating insubordination which with our Colonial officialdom heges itself around. Another frequent complaint amongst our American visitors is the lack of control in our street traffic. It is impossible, of course, in a city like Hongkong to carry on the street traffic in the same orderly way that obtains in a modern American or English town; but the fact remains, nevertheless, that our street traffic is very badly regulated. Coolies carrying bundles are permitted with impunity to crowd the footpath. Market-men can trot along the street with hideous uncovered loads of raw flesh and animal entrails. Hand-carts often obstruct the traffic in the principal streets and roads, and visitors who go out with the intention of enjoying a stroll among the shops in Queen's Road find themselves many times jostled into the gutterway. There is no doubt that many of these criticisms are true; to any one coming from well-ordered Manila these things are such as must produce resentment or at least hostile remarks.

If there is any particular direction in which our American visitors do appear to evince commendation it is for the many fine buildings that face the waterfront, but as one visitor remarked a little while ago to the writer, you will find next door to your finest building heaps of miserable shacks with soapsuds and dirty water flowing in torrents from their upper floors right down into the street. Then again, said this critic, you have a miserable old building for a "Town House," fronted by a fountain which does not play and couchant granite lions which act as lounging places for the riffraff—the coolie community. Well one must admit that all these criticisms do not make very pleasant hearing to anyone who counts himself a resident of the Colony and tries to take a pride in the place. But, unfortunately, they are far too true; and it is the continual resident in Hongkong who forgets these or things which visitors complain against or only sees them with unseeing eyes. It is certainly foolish to take umbrage at such criticisms. It is the stranger always who sees the faults. As familiarity is said to breed contempt for a person, it can equally well be remarked that long acquaintance with any grievance such as those complained of leads to indifference and undisturbable equanimity. Such criticisms are made in no mischievous spirit and should have the effect of urging us on to the bigger efforts towards improvement.

THE SCHOOLS OF HONGKONG.

(26th July.)

On more than one previous occasion we have had reason to refer to some of the amazing anomalies that permeate the Education Department of Hongkong; but many of those prevailing anomalies conditions appear to show few indications of a tendency towards diminution. Rather, indeed, the reverse would seem to be the case, judging from the most recent report by the Director of Education submitted at the last meeting of the Legislative Council. The solid underlying fact appears to be that the Government are doing everything in their power to cripple the Grant schools with a view to benefit the Government schools, even to the extent perhaps of eliminating the former class of educational institution altogether. Yet, taken roughly, the cost per pupil for education in Government schools is as near as possible three times as much as the cost of education in Grant schools. Last year, the average cost per pupil in Government schools was \$35.15; in Grant schools it was only \$13.07 per pupil. That is to say, in the Grant schools they can and do teach three pupils for the same amount of money as the Government schools require for the education of one. If it could be alleged for a moment that this more costly education was of a superior character, one might perhaps find some justification for the threefold greater expenditure; but on the showing of the report of the Director of Education himself such is very far from being the case. Speaking of British schools and referring to the Kowloon Girls' School, the Director of Education has this to say:—"This school continues to fill a useful purpose. The number in average attendance is 53. The cost per unit has fallen to \$11.5 from \$14.3 last year." Well, it would be very necessary indeed that the Kowloon Girls' School should serve a "useful purpose" in order to justify a cost per pupil of \$11.5, as compared with an average cost of \$13 in the Grant schools. And then, no doubt, just to show the "useful purpose" of this scholastic institution, the Director of Education goes on to remark—"Experience has shown the limitations which are set to the usefulness of Kowloon School. It provides schooling in a healthy and bright atmosphere for a number of children; but the very short average of attendance of the pupils makes it impossible to follow out any comprehensive school course. Half the girls in the top class are foreigners." So that here we have the spectacle of a school serving a "useful purpose" and yet in which it is impossible to follow out any comprehensive school course owing to the short average attendance of the pupils. What else do the functions of a school consist in but in the following out of a comprehensive school course? If a school fails to do this, it fails to justify its existence. It is not fulfilling the work for which it was established and it should be shut up. The Kowloon Girls' School has long had the name of being a useless institution, and now we have this admitted by no less an authority than the Director of Education himself. The huge average cost per pupil in itself shows that the school is something very much in the nature of a white elephant. But there are even worse admissions made than this in the Director's report for 1909. Speaking of the Victoria Boys' School, he says:—"On resuming charge of the department in April, I found this school in an unsatisfactory condition. The headmaster went on leave shortly after, and the elder boys were taught for the rest of the year partly by Mr. James of Kowloon School and partly by Mr. Curwen of Yau-mat. There was an improvement by the end of the year. The upper school consists at present of 11 boys, most of whom are the sons of Government servants. They are backward and do not seem to have been well grounded; but they are making progress. Most of them are now being prepared for the Oxford Local Preliminary. This class promises to be of much value to the Colony." Well, such admissions are most remarkable confessions of scholastic and educational impotence; but, as we know, open confession is good for the soul, and no doubt the Director of Education finds a certain amount of relief now that he has made this plain statement of fact. The

upper class consists, forthwith, of 11 boys, most of them the sons of Government servants, "backward" and do not seem to have been well grounded." Then, what on earth are these boys doing in an upper class? If they have not yet mastered the rudiments? And then we are told that "this class promises to be of much value to the Colony." The Director of Education must have omitted a very necessary "not" when he wrote that sentence. How it is going to be of much value to the Colony must pass the comprehension of any reader who has just been informed by the Director of Education himself that the class is "backward and does not seem to have been well grounded." The two statements are incompatible with logic and common-sense. Then to make matters worse this confounding the Director of Education tells us this—"The attendance has fallen off very considerably. The headmaster was transferred elsewhere early in the year; but still the cost per unit reaches the altogether preposterous figure of \$220 per unit (\$224 in 1907 and \$166 in 1908). The numbers are not likely to increase materially in the near future. They were 27 for the year as against 41 for 1909." "Preposterous!" We thank you, sir, for teaching us that word. It expresses to a nicety our own view upon the subject. It is indeed preposterous that in this little school whose pupils are getting less in numbers and are not likely to increase in the near future, education should cost \$220 per unit. And if this figure goes on rising in the same ratio as it has done during the past two years, whilst the number of pupils decreases, we shall see the average cost per pupil standing at between \$400 to \$500 in 1910. Truly, this is a matter calling for urgent attention. Moreover, when the undergraduates of the future Hongkong University are expected to pay no more than \$300 per annum each, we fail to see how a purely elementary school can justify its existence when each unit costs the taxpayers \$220 a year. This state of affairs is a crying scandal. When the Director of Education himself admits that a certain state of things is preposterous, it is high time for the Government to remove the anomalous conditions, by the elimination of useless and exorbitantly expensive schools to relieve the burden on the ratepayers.

COMFORTS OF THE GARRISON.

(27th July.)

In a great Garrison outpost of Empire like Hongkong, it is only natural that the civilian community should take a deep interest in all that pertains to the comforts of our Garrison; all the more so as many Service men do not regard Hongkong as an ideal station to which to be drafted for a spell of years. Especially this is true concerning the women and children of the Garrison, for they have every reason to dread the heat and ill of a Hongkong summer. When, therefore, one learns of any new movement being taken by the Military or Admiralty authorities to improve the living conditions of the Garrison, one can have nothing but commendation to bestow. It is pretty generally known that one of the most serious causes for grumbling amongst all ranks has been that the lighting of the big central barracks is both antiquated and inefficient. For some time, we believe, it had been in the mind of His Excellency the General Officer Commanding the Garrison to rectify as far as possible this unsatisfactory state of affairs by making a clean sweep of the old system of oil lighting in the City barracks and installing electric light. But economical considerations eventually prevailed and the scheme for taking a supply from the mains of the local Electric Company was set on one side as impracticable from the financial point of view. The War Office authorities, apparently, considered the local rates too high to justify a departure from the ancient oil system, in spite of its disadvantages—its inefficiency all the year round, its attendant discomforts in the hot months, and the enhanced charges for insurance of buildings that it involves as compared with the most modern illuminant. Then a well-known officer of the Royal Engineers took in hand the task of finding some way out of the difficulty, and he proposed a scheme for having an independent plant installed at Wellington Barracks, to serve Victoria Barracks and all the outside stations and forts that do not already enjoy the benefits of an electrical supply. This scheme, we believe, was to have made the provision of electric power possible at a fractional rate of that charged locally by the public companies and was so planned that the initial cost would have been wiped off in fifteen years. The advantages of such a scheme, both from a departmental and from an economical point of view, do not require to be dilated upon. This scheme also, we believe, received the approbation of the local Military authorities; but, when sent home for approval to the War Office, that body again ruled it out of court for alleged reasons of economy. It is difficult to understand such arguments against the adoption of a scheme which on the face of it was both economical and beneficial. Besides doing away with the old unhealthy oil lamp, with its discomforts, it would have been the means of doing away with the no less unhealthy punkah with its secretions of dust and germs. However that may be, the War Office again refused to sanction the scheme, and it had to be dropped in consequence. Now, however, we are glad to learn that an arrangement has been made for the supply of electric current to the Victoria and Wellington Barracks from the Admiralty mains, at a cost which even the Home Government cannot cavil at; so that the units of the Garrison quartered in those two important towers will no longer be deprived of that which has almost come to be considered not a luxury but a necessity of every

day European life in Hongkong. Lye-moon and Stonecutters' have their own installations. In due time, no doubt, every other out-station will share with Victoria and Wellington Barracks in the benefits of an electrical supply.

OLD PIRACIES IN HONGKONG WAIBARS.

(28th July.)

The terrible affair that has just occurred at Colowan naturally makes one's mind hark back to the many piratical horrors that hold place in the history of Hongkong. So far as the Colowan affair is concerned, people in Europe, and even in Hongkong, would not have believed that at the present day such a nest of pirates as that which did exist at Colowan could still have been allowed to remain as a menace to peace and good order and to plunder and ravish with impunity their unoffending neighbours. Were such a horde of marauders to make their stronghold in some fastness of the almost inaccessible country one would not be inclined so much to wonderment; but here we have this scourge flourishing almost at the very door of Portuguese Macao and within a few hours' sail of British Hongkong. Some of the facts that have come to light as a result of this affair appear to belong rather to the realms of Stevensonian fiction than to this prosaic nineteenth century. Apart from Colowan, however, cases of piracy on the upper reaches of the Canton River and on the West River are still of not infrequent occurrence; and it would be well if the Chinese Government once and for all made a clean sweep of these piratical pests from the great southern waterway. As regards Hongkong, her history contains a long list of piracies committed within her own territorial waters. When the island was first ceded to Great Britain, the sea all around was infested by pirates. In 1843, the then Governor, Sir H. Pottinger, tried to induce the Chinese authorities to co-operate with him in suppressing piracy in local waters, but we read that his efforts were neutralised by corruption on the Chinese side. Trading and fishing boats had to pay regular blackmail to these desperadoes. About 1849 the British Government appeared to awake to the necessity of taking stronger measures for dealing with the evil, and warships were despatched to Hongkong to exterminate the pirates. These warships destroyed some 80 piratical armed and heavily manned junks—some of the engagements taking place in Mira Bay and Aberdeen Bay. Still piracy flourished. As many as 70 cases were reported during the year 1853, the most shocking case being the murder of the captain, officers and passengers of the s.s. *Arratoon* *Apar*, by the Chinese crew, on the 5th of August. The periodical onslaughts made by British men-of-war on the pirates swarming in the neighbourhood of Hongkong still appeared to make little impression. A whole pirate fleet was captured at Lintin in 1857. After that, piracies decreased in frequency, but in the same year the schooner *Aspa* was attacked by pirates who murdered the captain and two of the crew. In the following year the Hongkong passenger-boat *Wing-sun* was captured by a piratical junk and in 1859 the s.s. *Cumfa* was plundered by these desperadoes. In 1861 the brig *North Star* was attacked four miles off Hongkong and the captain, some of the officers and crew and a passenger were murdered. Some months later the Dutch schooner *Henriette Louise* was plundered just outside Lye-moon, the skipper and some of the crew being wounded. Three weeks afterwards the British brig *Imogene* was plundered and burned. Next the British schooner *Eagle* was plundered near Green Island by pirates (under the leadership of an Englishman!), and the captain and some of the crew were murdered. Soon afterwards the s.s. *Iron Prince* while on her way to Macao, was attacked by pirates disguised as passengers and two of the crew were murdered; but on this occasion the pirates were overpowered, after a protracted fight in which the captain, officers and European passengers were all wounded. At this time, it appears, these piratical hordes of Chinese were being assisted by lawless Englishmen and Americans. In 1863 the barque *Bertha* was unsuccessfully attacked near Stonecutters'. Six months later some of the crew of the Danish brig *Chico* were murdered and the Spanish brig *Aureo Lepanto* was captured by pirates near Lantau. For some years later piracy continued to be as life as ever owing to lack of co-operation on the part of the Chinese. One terrible case is recorded as having occurred in 1865 just outside Lye-moon, a whole junk's crew being murdered by the crews of two piratical craft. With the advent of the Macdonnell administration, however, cases of piracy, which had been hitherto of weekly occurrence became less frequent. In the year ending October, 1867, not a single piratical attack on a European vessel was reported, whilst the few attacks made upon Chinese junks were trivial. From 1870 onwards the piratical gangs appear to have given Hongkong waters a wide berth and removed their spheres of action to less dangerous zones. Thereafter, piratical depredations may be said to become sporadic in the near neighbourhood of the Colony, although, unfortunately, piracy continued to be a standing danger to shipping coming to and going from the port. When one comes down to more recent times, there is to record the occurrence in 1890 of the terrible *Namoa* piracy, when Captain Pocock and another European were murdered and the ship looted not far from Hongkong. But that case as well as the many others that have since occurred on the Canton River and its tributaries, notably the more recent *Goham* case, do not pro-

perly come under the heading of this article. These decidedly show, however, that piracy such as must affect shipping that frequents Hongkong Harbour still exists in a highly dangerous form in Kwangtung and calls for strong measures of suppression on the part of the Chinese authorities.

THE FUTURE OF THE NEW TERRITORY.

(29th July.)

It is well imaginable that the future historian of the Colony of Hongkong will find it necessary to devote a great deal of attention to the wonderful development that has taken place in the New Territory since its acquisition by the British. It is only some ten years ago that the New Territory became part of the Colony, but during that short period the changes which have come over the face of this country can be described as nothing short of phenomenal. Of course, it is an axiom of British Colonial administration that no land is worthy of annexation which is not worthy of development and improvement; and certainly in the case of our New Territory we see this principle singularly exemplified. To anyone who travelled over the New Territory when it was first annexed and who has not been given opportunity to traverse its length and breadth again until the present time, the progress made in all directions must seem astounding. And the striking feature of this development is that, with the one great exception of the Railway, most of the work involved in opening-up the Territory has been accomplished quietly and unostentatiously, almost unbeknown to the public and indubitably unappreciated by them to that extent which from its importance one would have been led to expect. In the first place, district stations had to be built, but as that is the initial stage in the settlement of any new country little credit can be claimed on that score. It followed, also, that new roads had to be constructed and waterways spanned by bridges. In this connection, the Government are deserving of every praise, for the amount of work accomplished has been enormous. Sound roads now run where before were bridle-paths; and fair bridges span the water-courses that hitherto had to be crossed by stepping stones or rotten timber. The advent of the Railway scheme, too, gave a decided impetus to all this work of general development. But over and above all these, one very important accomplishment of the Government—no less important because it is not superficially apparent—has been the settlement upon a sound basis of the administrative machinery. When the New Territory was taken over the British met with nothing but distrust and hostility on every side. Their efforts towards rectification of existing land tenure abuses were regarded as vexatious. Their endeavours to secure the co-operation of the headmen in the villages were looked upon with suspicion. When arbitrary action was necessary, it met with direct opposition. Happily, all that is now changed, due in great measure to the conciliatory methods and patient consideration exercised by the British officials in dealing with the many delicate and intricate matters requiring to be dealt with when any country passes under a new administration. The new land laws are recognised as equitable, the sincerity of the Government is no longer doubted, the villages have to a great extent a system of independent local control, and security to life and property has replaced robbery and blackmail. Even had the Railway never come to hasten matters, the progress made would still have been remarkable. The advent of the Railway, it may well be supposed, will do more than all else in helping to develop the New Territory still further. Already the cheap building sites obtainable in the near neighbourhood of Kowloon have led to the rise of many industries hitherto unknown in Hongkong and one only requires to pay a visit to the Shamshuipo district and note the rapidity with which new buildings are proceeding to spring up to realise the vast possibilities lying before the New Territory. Not so many years ago, it was a common thing to hear said, that Hongkong had nothing but her shipping and her harbour to depend upon. That day has passed away forever, and if the industries of the Colony go on increasing and multiplying in the same ratio as they have done within the past few years, the time is not far distant when Hongkong will count upon those same local industries as one of the most valuable assets in her trade life. There is in the New Territory a vast area of cheap land available for almost any purpose, nor is the Government likely to be slow to afford every facility possible in order to accelerate the development of the country and attract capital to the Colony. Hitherto, those who have acquired land for industrial purposes in the New Territory have been practically compelled to keep close to the sea for the sake of easy transport. In the case of minor industries at least, the advent of the Kowloon-Canton Railway should change all this. Just as in European and other countries, we see new industries and new townships springing up along the railway routes, so here we may well expect that something of the same sort—concomitant of course with the nature of the route traversed—will come to pass in future years. The possibilities of the New Territory as a health resort have been dwelt upon on a previous occasion in these columns. Whether or no a sanatorium should ever crown the heights of Tai-mo-shan, it is quite within the bounds of reasonableness to foresee that many country residences will spring up along the railway route, which traverses in great part a country that for beauty and variety of scenery leaves little to be desired.

The Hongkong Telegraph.

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 30, 1910.

INSUBORDINATION.

(29th July.)

A subject of pride to every Englishman used to be the gratifying loyalty of the "fighting races" of India. The soldierly obedience and reliability of the Sikhs has entitled them to the liking and respect of the *saahis* who are indifferent to the colour of a man's skin as long as he can prove that his "liver is not white." The unrest in India, and the spasmodic attempts to imitate the revolutionists of Russia in committing useless murders of useful men, have hitherto caused the rulers of the Empire less anxiety than they might, because of the utter confidence felt in the loyalty and honour of certain peoples and certain castes. The Sikhs, whether of the Khalsa or upholders of Islam, have always been trusted by the British. Their honour was once unimpaired. But during the last two or three years, a spirit of insolent disobedience has shown itself among the very men who were once though fit to be classed as at least the equals of any police force in the world. In Shanghai the irregular conduct, verging upon open rebellion, of the Sikh Police, threatened, not long ago, to destroy the usefulness of a force on the faithfulness and reliability of which the most experienced Anglo-Indian Police and Military officers were, until quite recently, prepared to pledge their own honour. Just before the tragedy of the great Mutiny in India, many indeed almost all

'TELEGRAPH' WRITES "STRONGLY BUT NOT UNJUSTLY."

1900. Estimates, \$65,000.00—Total Estimates... \$71,000.00
1900. Expenditures, \$5,000.00—Expenditure to 31/12/00, \$3,000.00

There is a strong feeling in Bombay that something should be done to show in a tangible way the great admiration felt for the noble bravery of the captain and crew of the *Lovath Grange*. The *Times of India* translates this feeling as a desire to furnish each individual with a souvenir of the episode. It advocates the matter being taken up by the Chamber of Commerce and offers to open its columns to a subscription list.

It is not very long since we had occasion to answer a protest of certain local firms pointing out that the Tadjong Pagar Dock must run its repairing yards on business hours, and that the work was precisely what it was a private concern's business. The grievance was that it had been underbidding local firms, but if a particular case of this sort arose, it seems that others, which were of very different complexion, might be quoted. We have just received from an authentic source the following rather remarkable statement:—The Sario Bandjer, formerly owned by the Netherlands Lloyd and recently so damaged by a hurricane, having stranded near Anjer, to a Hongkong purchaser, has been completely repaired there by the Dock Company and electric light installed at a cost of about \$35,000 Hongkong currency, equivalent to \$7,000 Straits currency. The Tadjong Pagar Dock Board's estimate of cost of repairs without electric installation, was \$70,000 Straits currency! Comment is needless, but one can hardly be surprised that the Board had to seek the aid of the Government, and that it has been obliged to settle so many claims for the extensive total loss of "non-damaged" vessels in Singapore, for instance the Netherlands, N. de Vries, Sario Bandjer and Oscar II.—Straits Times.

PRODUCTION PROSPECTS.
 "To those of my critics who already look askance at my production figures I would take the liberty of quoting a paragraph from "Truth" May 4th:—
 "The big producers are now making record hits and some of their trees are now yielding

The president and member of the Bombay Yacht Club are giving a dinner to the captain of the *Lochmone* in recognition of his gallantry in connection with the rescue of the *Trieste*. The Austrian Lloyd Co. deny that there was any scarcity of provisions which is borne out by Herr Vredenberg, a Calcutta passenger, who arrived there on July 3. The *Trieste* is now in dry dock for repairs, which will take a day or two only. The Emperor Francis Joseph has telegraphed to the captain of the *Trieste* and *Lochmone* his appreciation and thanks.

provide compensation, part of which came out of funds in this category.

... \$50 for 11... ..

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[illegible]

LOCAL AND GENERAL.

The Siberian mail was delivered in London on 26th inst.

The French Mail of the 21st June has been delivered in London.

The Ministry of the Interior at Peking decides to close all opium shops in the capital this year.

The directors of the Selangor Rubber Company, limited, have declared an interim dividend of 75 per cent.

FIVE natives were fined \$10 each at the Magistrate on Tuesday morning for stowing away on board the s.s. *Bonam*.

DURING the year a mining licence was issued for an area of one square mile in the vicinity of Ho Ching Village, New Territories.

SIX weeks' hard labour was awarded a native at the Magistrate last Saturday morning for stealing a suit of clothing.

THE buoyage of the South Channel, Yangtze River, will be altered, and the Kiu Toon Light-ship withdrawn, on the 30th July.

THE body of Consors in Peking have conferred together with regard to an impeachment on Viceroy Yu Shu-hua to ask for his removal.

THE Waiwipa has asked the Throne to confer the Order of the Double Dragon, 1st Division, 3rd Class, on the French Consul in Chungking.

ON Wednesday, the Singapore monopoly department made a seizure of 2,200 bottles of cocaine in the bottom of the chain locker on the steamer *Glennie*.

FIVE natives were sentenced to one month's hard labour each at the Magistrate on Friday for stowing away on board the s.s. *Linsang* from Singapore to Hongkong.

ONE hundred and eighty undesirable arrived in the Colony from Dutch East Indies on board the s.s. *Tiphona* on Friday. They are to be sent back to their native places.

THE native bankers in Peking have formed an association ostensibly to assist in carrying out the new currency scheme, but really to oppose the new currency.

THE municipality of Trieste has awarded gold medals to the master of the *Zanther Grange*, the family of the dead engineer, and the captain of the *Trieste*.

A NATIVE was awarded six weeks' hard labour at the Magistrate on Wednesday for stealing a gold chain, two silver cups and a blanket from a European's house at Tein-tai-tai.

Mr. F. W. Nohah, consulting engineer to the Peking Syndicate, Ltd., returned here by the P.M.S. *Aries* on Wednesday, after having visited Northern China on a special mission.

THE value of opium imported into Malaya last year decreased by \$743,000, the value of native and other spirits increased accordingly by \$23,000. Out of the lying pan into the fire.

THE revenue of the Federated Malay States last year amounted to twenty-five and a quarter million dollars. Perak was responsible for nine millions and Pahang for three quarters of a million.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 9th July, 1910, amounted to 26,126 tons and the sales during the period to 21,840,67 tons.

JAMES Buchanan, an unemployed seaman, was charged before Mr. E. R. Hallifax at the Magistrate on Wednesday with the alleged larceny of 50 cents from a money changer's shop. The case was remanded.

A JAVANESE coolie engaged on a new clearing at Mr. Melville's estate at Teluk Anson accidentally met his death by the fall of a tree which he cut down. His skull was split open and death was instantaneous.

THE estimated expense of running the F.M.S. during 1909 was twenty-five and a half million dollars; the actual cost was twenty-three and a half. The value of the surplus assets of the States was just under forty million dollars.

MR. Arathorn Seth, I.S.O., late Registrar of the Supreme Court, appeared for the first time since his retirement from Government service as a legal practitioner in a summary action before Mr. Justice H. Ireland on Thursday.

THE Indo-China government has decided upon establishing wireless telegraph stations between Saigon and Hanoi in Tonkin—a distance of about 64 miles. The postal department, with the help of specialists, will take the work in hand.

A SINGAPORE telegram says that the villagers in Meliau have opposed the opium suppression and smashed the prohibition office. The Prefect has been dismissed from office owing to his incapacity, and many of the rioters have been arrested.

THE F.M.S. rubber output increased in quantity last year 92.3 per cent, in value 77.1 per cent, a total of 608,875 lbs. was exported valued at \$14,451,982. The figures for 1910 will be interesting. Port Swettenham is becoming rapidly the great rubber port.

THE Messageries Maritimes Company has undertaken to build a new and up-to-date steamer measuring 15,000 French tons. She will be the pioneer vessel of a new fleet which the company intends to build should it secure the mail contract, tenders for which are now out.

MR. S. Randle Jones, assistant to Messrs. Osborne and Obbott, whilst boating on his own lake near the Troch mines proved a bore, averaging six feet and going 35 miles per hour and averaging from top to bottom seven miles. It is believed he has discovered one of the Troch leads.

ON the voyage out, the saloon passengers of the *Trilete* collected Rs. 100, the deck passengers Rs. 65 and the officers and crew Rs. 250 for the widow of the second engineer of the *Lower Grange*. The *Times of India* has opened a subscription list for the purpose and in a few days it had reached Rs. 5,800.

THE *Java Dots* hear that the British expedition to the Snowy Mountains of New Guinea has so far made little progress, from difficulties of transport. The real exploration work did not begin until about April last. The explorers were then reconnoitering different rivers to find out which valley offered the best route inland.

ACCORDING to a native dispatch the deputation sent by the Ministry of Finance to inspect conditions in regard to opium plantation have returned to Peking, and reported that in most of the provinces the opium prohibition is carried out in a perfunctory manner, that in many places opium houses are still open and that the opium plantation cannot be suppressed without great difficulty.

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Highlands and Lowlands..... 27/1
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Jequie..... 27/1
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Kamuning..... 27/1
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Labris..... 27/1
Ledbury..... 27/1
Loggins..... 27/1
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London Ventures..... 27/1
Merlimau..... 27/1
Pajamas..... 27/1
Pegohs..... 27/1
Ruber Trusts..... 27/1
Sagaya..... 27/1
Sanyong..... 27/1
Seafords..... 27/1
Sekong..... 27/1
Sheffords..... 27/1
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FOR a sealing stone hair from a barber's shop in Shanghai Street, Yau-mai, a native was sentenced to fifteen days' hard labour at the Magistrate on Monday morning.

THREE months' hard labour and four hours' stocks was awarded a native at the Magistrate on Friday morning for stealing a gold watch and chain with gold coins attached.

THE silk for New York shipped by s.s. *Billerephon*, which sailed from Hongkong on the 15th June, was delivered in New York on 13th inst., occupying 28 days only in transit.

THE U.S.S. *Rainbow* will leave Cavite within the next few days for the China coast. The *Rainbow* is taking a detachment of marines bound to Peking for the purpose of attending to the U.S. Legation guard.

LOUIS Grisar, proprietor of the Cosmopolitan Hotel, was charged in the Police Court on Tuesday for selling rum below the standard quality. The case was remanded. Mr. M. Reader Harris appeared for the defendant.

THE official plague return gives two Chinese cases on Friday. One terminated fatally, and is reported as having occurred at the Sui Loong vegetable stall at the old Western Market. The other case is from No. 71, Wanchai Road.

THOSE of our readers who have followed the phenomenal progress of the China Mutual Life Insurance Co. will be interested in the figures relating to the reserve and invested funds of the Company appearing in the business section of the present issue.

THE customs authorities at Zamboanga have nipped a good sized smuggling scheme in the bud. A Japanese by the name of Nakamura came in on the *Nit. Maedon* from Diva bound for Manila. Nakamura had in his possession opium valued at P6,000.

THE coxswain of the steam-launch *Tip Tai* was charged in the Police Court on Friday with failing to stop his vessel when called upon to do so by the Police and failing to exhibit the regulation light. A fine of \$100 was imposed on each count.

O. E. Owen, proprietor of the Grand Carlton Hotel, was fined \$100 at the Magistrate this morning for selling liquors without a licence. Several large baskets of wines which were seized by the Police were confiscated. Mr. Gardner defended.

A GENERAL quarantine has been declared by the Bureau of Agriculture at Manila against Australian cattle as a result of the discovery of pleuro-pneumonia in animals shipped from that country to Manila. The quarantine order is most rigid in its requirements, and became effective on the 19th inst.

THE Institution of Engineers and Shipbuilders of Hongkong then C. E. Libbard in the Summary Court on Friday to recover the sum of \$300.37, being amount due for money recovered by the defendant as plaintiff's agent and for goods sold and delivered. Judgment was given for the plaintiffs with costs.

JAMES Buchanan, washerman on board the s.s. *Umpire*, who was convicted and fined \$10 two days ago for the alleged theft of 50 cents from a money-changer's counter, was discharged at the Magistrate on Friday morning. The complainant was fined \$50 or six weeks for giving false evidence.

By the last English mail Mr. C. A. da Silva, of Singapore, formerly of Hongkong, received information that at the recent examination at Cambridge, his son Claude passed for B. A. and LL.B. Mr. da Silva is a Queen's scholar from the St. Joseph's Institution, Singapore. He is a grandson of the late Mr. H. L. Noronha, Government printer at Singapore and more recently of Hongkong.

OFFICE holders in that wonderfully progressive life insurance company—the China Mutual, of Hongkong—will be pleased to know that through the efforts of the Company's Inspector at Hongkong, Mr. O. Lawder, a local advisory board has been formed. The board is composed of three well known and popular residents in the Colony—Sir Paul Carter, C.M.G., and Messrs. T. F. Hough and C. J. Lafrancis.

GOVERNMENT proposes to erect four public urinals, one on Crown land close to foresters' quarters used as a dust boat station at Tai-kow-wei, one on Crown land between Messrs. Hughes & Hough's coal-sheds and Messrs. Lythgoe & Farrell's engineering works at To-kwa-wan, one on Crown land opposite Nos. 89 and 91 Kowloon City Road, and one on Crown land to rear of No. 2 Main Street at Fuk-tsun-hed 'g'.

THE proprietors of the Vienna Café, Limited, gave an informal dinner-party on Thursday night on their well-appointed premises to a number of friends and local Press representatives. Conspicuously was the order of the evening and everybody left their hosts feeling that they had spent a thoroughly pleasant evening among pleasant companions. During the evening, a number of toasts were proposed, which included "The Chairman," "Our Hosts" and "The Press." It is superfluous to add that the management of the Vienna Café make it a point to supply their patrons with everything of the best, as Mr. J. S. Reles, assistant director of the bureau of navigation. These gentlemen advised the board as to the best and most favourable locations for the establishment of wireless stations throughout the islands, after which they withdrew, and the board discussed a number of other details in connection with the installation of the wireless system in the islands. The discussion lasted until nearly noon, after which the board adjourned to meet again at the call of Secretary Elliott.

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THE steamer *Son Juan* left Manila for Hongkong on Thursday for the purpose of going in dock for an overhauling and to install a new set of boilers.

FOR a sealing stone hair from a barber's shop in Shanghai Street, Yau-mai, a native was sentenced to fifteen days' hard labour at the Magistrate on Monday morning.

THREE months' hard labour and four hours' stocks was awarded a native at the Magistrate on Friday morning for stealing a gold watch and chain with gold coins attached.

THE silk for New York shipped by s.s. *Billerephon*, which sailed from Hongkong on the 15th June, was delivered in New York on 13th inst., occupying 28 days only in transit.

THE U.S.S. *Rainbow* will leave Cavite within the next few days for the China coast. The *Rainbow* is taking a detachment of marines bound to Peking for the purpose of attending to the U.S. Legation guard.

LOUIS Grisar, proprietor of the Cosmopolitan Hotel, was charged in the Police Court on Tuesday for selling rum below the standard quality. The case was remanded. Mr. M. Reader Harris appeared for the defendant.

THE official plague return gives two Chinese cases on Friday. One terminated fatally, and is reported as having occurred at the Sui Loong vegetable stall at the old Western Market. The other case is from No. 71, Wanchai Road.

THOSE of our readers who have followed the phenomenal progress of the China Mutual Life Insurance Co. will be interested in the figures relating to the reserve and invested funds of the Company appearing in the business section of the present issue.

THE customs authorities at Zamboanga have nipped a good sized smuggling scheme in the bud. A Japanese by the name of Nakamura

**HONGKONG AVERAGE MARKET
PRICES.**

Corrected 28th July, 1910, 100 cti. per 5 Mex

HONGKONG AVERAGE MARKET PRICES.	
Corrections 25th July, 1910, 100 cts. per 5 Mds.	
BUTCHER MEAT.	
Beef sirloin & prime cut—Mel Lang Pa B	2
" Corned—Ham Ngau Yuk	2
" Roast—Shlo	2
" Breast—Ngau Lam	2
" Soup, Tong Yuk	2
" Steak—Ngau Yuk Pa	2
" Sirloin—Ngau Lau	2
" Sausages—Ngau Yuk Ching	2
" Bullock's Brains—Know, per set	1
" Tongue fresh—Ngau Li	each
" corned—Ham Ngau Li	1
" Head—Ngau Tau	1
" Heart—Ngau Sam	per 2
" Hump, Salt—Ngau Kin	1
" Feet—Ngau Keok	each
" Kidneys—Ngau Yiu	1
" Tail—Ngau Mei	1
" Liver—Ngau Gon	1
" Tripe (undressed)—Ngau To	1
" Calves' Head and Feet—Ngau-chai tau-keok	set 5
Mutton Chop—Yeung Pal Kwai	1
" Leg—Yeung Pal	1
" Shoulder—Yeung Shan	1
Pigs' Chittlings—Chi cheong	1
" Brains—Chi Know, per set	1
" Feet—Chi Keok	1
" Fry—Chi Chak	1
" Head—Chi Tau	1
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	1
Pork, Chop—Chi Pal Kwai	1
" Corned—Ham Chu Yuk	1
" Leg—Chu Pal	1
" Fat or Lard—Chu Yau	1
Sheep's Head and Feet—Yeung Tau	1
" Keok	set
" Heart—Yeung Sam	each
" Kidneys—Yeung Yiu	1
" Liver—Yeung Gon	1
Sucking Pig, To Order—Chu Chai	1
Suet Beef—Sang Ngau Yau	1
" Mutton—Sang Yeung Yau	1
" Veal—Ngau Chai Yuk	1
" Sausages—Ngau Chai Yuk Tong	1
POULTRY.	
Chicken—Kai Chai	1
Capon, Large, Small—Sin Kai	1
Ducks—Ap	1
Doves—Fau Kau	each
Eggs, Hen—Kai Tan	per doz
Fowls, Canton—Kai	1
" Hainan—Hoi Nam Kai	1
Geese—Ngo	1
Geese, Wild Shanghai—Sheung Hoi Ye	1
" Ngo	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	1
Partridge—Che Kico	1
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hollow—Hollow Pak Kup	1
Quail—Um-Gau	1
Rice Birds—Wo Fa Chank	dozen
Salpoe—Sa Chai	each
Turkeys, Cock—Fo Kai Kung	per 2
" Hen—Na	1
Wild Ducks, Shanghai, Sei-ap	pair
Teal, Shanghai, Sei Ap Chai	1
Wild Ducks Canton—Sang Shing Sin	pair
" Ap	pair
FISH.	
Barbel—Ka Yu	1
Bream—Bin Yu	1
Canton Fresh Water Fish—Hoi Sin Yu	1
Garp—Li Yu	1
Catfish—Chik Yu	1
Codfish—Mun Yu	1
Crofs—Hoi	1
Gottle Fish—Muk Yu	1
Dab—Sa Mang Yu	1
Dace—Wong Mai Lun	1
Dog Fish—Ti Tu Sa	1
Hals, Congor—Hoi Man Yu	1
" Fresh water—Tan Si Yu	1
" Yellow—Wong Sin	1
Frog—Tien Kai	1
Garoupe—Sek Fan	1
Gudgou—Pak Kup Yu	1
Harrings—Tso Pak	1
Halibut—Cheung Kwai Yu	1
Lahou—Wong Fa Yu	1
Loche—Wo Yu	1
Lobsters—Lung Ka	1
Mackerel—Chai Yu	1
Monk Fish—Mou Yu	1
Mullet—Chai Yu	1
Oysters—Sang Hoi	1
Parrotfish—Kai Kang Yu	1
Perch—Tan Lee	1
Pike—Fa Yu	1
Plaice—Pai Yu	1
Pommes, Black—Hak Cheong	1
Pommes, White—Pak Cheong	1
Purvis—Ming Ha	1
Ray—Fat Pa	1
Rock Fish—Sek Kai Kang	1

		Cent.
Shark—Sa Yu	.....	9
Snake—Po Yu	.....	17
Shrimps—Ha	.....	28
Snapper—Lap Yu	.....	24
Soles—Tai Sa Yu	.....	20
Tench—Wap Yu	.....	20
Turbot—Cho How Yu	.....	24
Turtles, small, fresh water—Koch Yu	.....	56
White Bait—Ngan Yu Chai	.....	—
FRUITS.		
Almond—Hung Yau	.....	24
Apples, (California)—Kam San Ping	.....	—
" Ko	.....	18
" (Chisco)—Ma Chun Ping	.....	—
" Ko	.....	12
" Small—Hoi Tong	.....	—
" Oustard—Fan Lai Chi	.....	—
Bananas, fragrant, Canton—Sang Sheng	.....	—
" Heung Chiu	.....	3
" (brides), Macao—San Heung Chiu	.....	3
Chestnuts, Chinese—Fong Lo	.....	—
Carambola—Young Tau	.....	—
Cocoanuts—Yeh Tai	.....	10
Grapes—Sin Tai Tai	.....	—
Lemons, China—Ning Moong	.....	10
" Amer.—Kum San Ning Moong	.....	7
Lichess, Small Stone—Lai Chi Con	.....	15
" Fresh, Lai Chi	.....	12
Limes, (Salon)—Sai Kung Ning	.....	—
" Moong	.....	6
Mango, Manila—Lai Sung Moong	.....	14
Mango, Saigon—Sai Kung Moong	.....	—
Mangosteens, San Chuk Tai per doz	.....	20
Oranges, Tim Chang	.....	30
" Small—Tai Kut	.....	city
" Mandarin—Tim Kut	.....	—
Olives—Pak Lam	.....	—
Passion Fruit	.....	each
Pears, (American)—Kam San Shui Lai	.....	8
" (Canton), Cocking—Sa Li	.....	—
Peanuts, —Fa Sang	.....	10
Perlimmon, Large, —Hung Chai	.....	20
Pine-apples, 1st quality—Sheng Poon	.....	—
" Tai Paw-law	.....	11
" and cooking—Chang-tang	.....	—
" Paw-law	.....	—
Platains—Tai Chiu	.....	—
Plums, Swatow—Hung Lai	.....	7
Pumelo, Siam—Chiu Lo Yau	.....	each
Walnuts, Hop Ton	.....	12
" Green—Sang Hop Ton	.....	—
Shanghai Lo Kwei	.....	5
VEGETABLES, &c.		
Artichokes, Shanghai—Sheng Hoi Ah	.....	—
" Chi Chank	.....	20
Beans, (French) Macao—Oh Moon Fin	.....	—
" Tai	.....	14
Beans, (French), Shanghai—Sheng Hoi	.....	—
" Fin Tai	.....	8
Beans, Sprout—Ah Chioi	.....	8
Beans, Long—Tan Kok	.....	2
Beet Root—Hung Chai Tai	.....	each
Brijolas, Green—Chang Yuen Ker	.....	4
Brijolas, Red—Hung Kai	.....	4
Bamboo Shoots—Chook Sahn	.....	10
Cabbage, Chinese, com.—Kai Choy	.....	—
Cabbage, Red—Kai Lin Tai	.....	each
Cabbage, (Shanghai)—Yeh Chai	.....	10
Cass Ebooks, bunch—Kau Shun	.....	5
Cauliflower, Large size—Tai Yeh Choi	.....	—
" Fa	.....	—
Cauliflower, Medium size—Chung Yeh	.....	—
" Choi-fa	.....	—
Cauliflower, Small size—Sai Yeh Choi-fa	.....	6
Caulis—Kam Shun	.....	—
Celery, Chinese—Tong Kan Choy	.....	5
Celery, English—Young Kan Choi	.....	—
Celery, White—Pak Young Kan Choi	.....	—
Chillies, Dried—Lai Chai	.....	1
" Red—Hung Fa	.....	1
" Green—Chang Lai Chai	.....	—
Curry Stuf, English—Ka Lee Choi Lin	.....	8
Cucumbers—Chung Kwa	.....	2
Bitter Squash—Yui Kwa	.....	6
Garlic—Suen Tai	.....	6
Ginger, young—Suen Tai Kung	.....	4
" old—Lo Kung	.....	—
Horis Radish, Shanghai—Lih Kan	.....	35
Indian Corn—Suk Mai	.....	piece
Lettuce—Young Sang Choi	.....	each
Water Chestnuts—Ma Tai	.....	6
" Mandarin—Kwai Lum Ma Tai	.....	8
Musk Melon	.....	—
Mushrooms, Fresh—Sang Cho Kho	.....	11
Onions, Bombay—Young Chung Tai	.....	7
" Green—Sang Chung	.....	4
" Shai—Sheng Hoi Chung Tai	.....	—
" Japan—Yai Poon	.....	—
Okros—Mo Kai	.....	10
Parley, English—Young Un Sai	.....	20
Potatoes—Chang Tai	.....	10
" Green—Yau Chai	.....	—
" Shanghai—Sheng Hoi Sai	.....	—
" Tai	.....	1
" Japan—Yai Poon Sai Tai	.....	—
" American—Yai Ki	.....	—
" Fochow—Fuk Chai Sai Tai	.....	6
" Macao—Oh Moon	.....	—
Pumpkin—Tong Kwa	.....	3
Radish—Hong Lo Pak Tai	.....	—
Rubards	.....	—
Shallots—Sen Chung Tai	6
Sprague (Chinese)—Yau Choi	—

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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星期四六月二統宣

SATURDAY, JULY 30, 1910.

大拜禮

號十三月七美治香

\$50 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £1,000,000

RESERVE FUND, £1,000,000

RESERVE LIABILITIES OF PROPRIETORS, £1,000,000

STARTING CAPITAL, £1,000,000

RESERVE FUND, £1,000,000

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Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Depositors may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Acting Chief Manager, Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP, GOLD \$5,000,000
RESERVE FUND, GOLD \$5,000,000
RESERVE LIABILITIES OF PROPRIETORS, \$5,000,000

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREE DUNDY HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months, 4% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 3 months, 2% per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

N. S. MARSHALL, Manager, Hongkong, 30th April, 1910.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS: Alexander McLeod, Esq., Chairman, C. Stephenson, Esq., Lee Yang Su, Esq., J. H. McMichael, Esq., C. R. Burkill, Esq., J. A. Wattie, Esq., Managing Director, A. J. Hughes, Esq., Secretary, S. B. Nell, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force, £37,855,885.00
Assets, £1,155,555.00
Income for Year, £560,555.00
Insurance Fund, £2,160,613.00

LEFFERTS KNOX, Esq., Hongkong, District Manager, Canton, Macao and the Philippines, District Secretary, ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG. Sir Paul Chater, Kt., C.M.G., T. F. Hough, Esq., C. J. Lafrance, Esq., Hongkong, 16th July, 1910.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS. 6.45 p.m. and 9.45 p.m. to 12.15 p.m. every half hour.

SUNDAYS. 8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

RAVENSDALE. Extra cars at 1.15 p.m., 11.00 a.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st April, 1910.

Trails.

PENINSULAR AND ORIENTAL.

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI DEWANHA Capt. H. Powell Daylight, 4th Aug. Freight and Passage.

LONDON, &c., via usual Ports ASSAYE Capt. Owen Jones Noon, 6th Aug. See Special Advertisement.

LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, POONA Capt. A. F. Vine, R.N.R. 10th Aug. Freight only.

SHANGHAI, MOJI, KOBE PERA Capt. W. W. Cooke, R.N.R. 10th Aug. Freight only.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 30th July, 1910.

Intimations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN \$8.00 each Closed

With MOSQUITO FRAME AND CURTAIN \$15.00 COMPLETE

THIN SUMMER BLANKETS. \$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

Kupper's Pilsener Beer.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hotels.

TRY

WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

HOTEL CRAIGIEBURN.

Prunkert's Gay, the Park, near the Tram Terminus Tel. 86.

For Terms, &c., apply to the

MANAGER.

Shipping—Steamers

HONGKONG, CANTON, MACAO

ANT.

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON MONDAY, 25th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 26th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 27th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 28th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 29th July.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 30th July.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 31st July.

10.00 P.M. FATSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,365 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 31st JULY, 1910.

The Company's Steamship "SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES AS USUAL.

By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Coke will play during the trip.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M.

First class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M. \$4. Single Fare also \$4.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or Vera Vera by the Company's direct steamers "Linton" and "Sasili." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909.

A. F. DAVIES, Manager.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMERHAL, Manager.

Telephone 117. Telegrams "Astoria."

THE REMINGTON TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact that the number of Remingtons sold annually is much greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines.

It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and appear new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: BISHOP & CO. (Incorporated in England.)

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E

VERY OLD LIQUEUR

SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT
in PINTS and SPLITS.A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 27th July, 1910.

MARRIAGE.

On July 21, 1910, at Kuling, Kinkiang, the
Ven. E. Judd Barrett, Archdeacon of Hong-
kong, to Lillie Sara, youngest daughter of the
late W. J. Digby, Esq., and of Mrs. Digby of
Moat Lodge, Co. Galway, Ireland.

DEATH.

On July 25, 1910, at Shanghai, Claude Louis,
the infant son of Mr. and Mrs. C. M. de Senne.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 30, 1910.

SLANG.

Journalists are often twitted with a predilection for the use of slang. There can be little doubt that there is a good deal of slang in modern journalism. Journalism itself is entirely a slang language in the estimation of the purist in style, and without admitting that extreme view as being accurate, it cannot be gainsaid that many reportorial phrases that could hardly obtain the imprimatur of Lindley Murray are to be encountered every day in the Press of the world. In Hongkong we get into the habit of introducing "gidge" English into our every-day conversation and one may hear this kind of slang in any mess, club or dwelling-house from the Peak to the Praya. We use it in our ordinary speech and it soon becomes a component part of our domestic language. Newspapers, again, are not so blameable for having a slang jargon of their own as for perpetuating through their newspapers the slang of other people. Every trade or profession has its slang terms. Even among the clerical brethren one will find slang in use. For instance, who but a cleric would ever think of styling as a "guinea pig" one of the poorer and unattached members of the cloth who for that sum will fill a pulpit when the rightful occupier is hard-pushed. Lawyers have a slang of their own just as have the London costermongers. English University men are notoriously slangy. But, on the whole, slang would appear to pertain more to sport than to any other sphere of human activity. We confess to a knowledge of the slang of some games, including "soccer" and "rugger" as well as of cricket, in my newspaper account of which you may find that a "rot set in" or Jones "sent down a corker." Or perhaps the "googy" bowler is put on to bowl. Doubtless the reporter who writes the report of such games employs the very language that is used by the players themselves or by the spectators around the pitch, and he feels it only proper to describe the game in the "lingo" belonging to it. Thus Brown kicks in a "daisy-winger" and sends in a stinger. One could go on multiplying examples of the use of slang in whatever

kind of sport one cares to mention—golf, with its "sliced ball" or "topped" or "pulled" or "bunkered"; the Turf, with its innumerable slang expressions both outside on the "flat" and inside the "pallin"; billiards, with its "flukes" and "hard lines"; swimming, with its "spurts"; tennis, with its "love," and so on *ad infinitum*. In all conscience, English games are bad enough so far as the use of slang is concerned, but their slang fades into insignificance when compared with the slang employed by American newspaper reporters in describing certain "characteristic" American games, more particularly baseball which we sometimes see played at Happy Valley when the American Fleet is in Hongkong. There has been a controversy proceeding in an American journal as to whether the use by a reporter of this "baseball language" is justifiable. One writer, in defending baseball slang, says that "ever since baseball began, it has had a language of its own. The slang that a baseball writer is accused of slinging so profusely has become inseparably a part of the game. It is hot off the bat, it is brief and graphic. It tells its story tersely and always to the point." As an example of that vividness and conciseness which ought to be employed in describing any game, the expert gives the following as being as nearly as possible ideal:—"The Grays and the Blues slugged each other in the final game of the series yesterday afternoon, and the Grays ran away with candy, 4 to 3. Both teams uncorked the ginger bottle at the gateway and danced through the whole performance for the support work of the season. Rock was the star with the stick. The little Centerdale lad toed the plate with two in the fifth, humped a bender on the trademark, and zipped it to the fence for a triple. He encored in the seventh for a smashing single, and the bleachers aeroplaned their emotions as two more tallies tickled the scoreboard." A touch of the picturesque is generally considered to be desirable in describing a game, but there appears to be rather too much of the picturesque about the baseball writer's style. There appears to be a tendency towards an extended use of slang in connection with nearly all English games, but it is to be hoped that the time is yet far distant when our football teams "uncork the ginger bottle" or the spectators "aeroplaned their emotions" when their favourites "rue away with the candy."

COCONUT RUBBER.

As was stated in a paragraph appearing in yesterday's issue, settlers on the northern coast of Queensland find that the most profitable products from tropical plantations are obtainable from the coconut. Hongkong investors who have speculated heavily in the rubber estates of the Malay States may be interested to learn that the coconut maintains an equally sound reputation as a paying product in the Straits Settlements and British Malaya. Even when the rubber market was "on the rise," said veterans of the Malayan plantation fields continued to keep a firm hold on their coconut interests. One of the shrewdest business men in the Straits declared not very long ago that long after the rubber boom had become a thing of the past the coconut would still remain the most solid of all investments in Malaya. It appears as though this prophecy were to turn out to be correct. In despite of (or probably because of) the "abnormal" speculations that have been made in rubber of late, the position of the coconut plantation companies has stiffened considerably and the price of copra has gone up to a very high figure. Copra, it may be explained, is the nut, dried and broken; of the coconut palm and is exported in great quantities from the Malay States. It yields a valuable oil much in demand for soap-making. It is somewhat strange to think of a speculative world gone rubber-mad, when such a sound product as the coconut, growing cheek by jowl with the rubber tree, is passed by unheeded of the investor.

LOCAL AND GENERAL.

THE German Mail of the 30th June was delivered in London on 30th July.

A REGULAR passenger airship service was inaugurated at Lucerne on 24th inst.

THE Hongkong Ice Co., Ltd., are declaring an interim dividend of two dollars per share for the half-year ended 30th June, 1910.

MR. S. S. Lemaire and another gentleman from Shanghai have arrived at Taiping to complete the purchase of the Taiping Rubber Estates Co.

WE have received from the Japanese Consulate a copy of a pamphlet on the climate of Okama and Ussu, a summer resort near Nagasaki.

TENDERS will be received at the Colonial Secretary's Office for the erection of shops, stalls, &c., at the New Market, Tsing Sha Tsui, Kowloon.

A CHINESE coolie was fined \$15 at the Magistrate's Court for throwing stones at an Indian watchman employed at the Empire Cinema.

THE Honorable Mr. Henry Keswick has been appointed an unofficial member of the Executive Council during the absence on leave of the Honorable Sir Paul Chater, Kt., C.M.G.

WATER-POLO COMPETITION.

SEMI-FINAL MATCHES.

This afternoon the "Buff" met the 8th Coy., Royal Garrison Artillery, in the semi-final of the Hongkong Water Polo Shield competition, and a good tussle is anticipated, both teams being very well matched. The majority of the Artillerymen in the 8th Coy's team were quite new to the game about six weeks ago, but since that time they have practised very hard, and I shall not be surprised to see them in the final. The "Buff" have also got a good lot of men, and took third place at the end of last season amongst the ten teams that contested, being beaten only by the V.R.C. and the O.Y.C.

The V.R.C. also meet the O.Y.C. in the semi-final of the Hongkong Water Polo Shield competition on Tuesday next, the 2nd August, at 5.45 p.m., and this, as usual, will be the hardest and fastest game of the season. Both teams have got new blood in them this year, and are in the pink of condition.

The V.R.C. team will consist of:—A. A. Claxton, A. H. Carroll, L. E. Lammett, H. A. Lammett, A. S. Ellis, J. Forbes and A. V. Harris.

Claxton is undoubtedly the fastest swimmer in the team and will play at centre forward. Carroll is about the next best swimmer, and can be relied upon to fill any position. I think his place will be at centre half. I was one of Hongkong's interport representative against Shanghai in the interport Water Polo last year. L. E. Lammett is undoubtedly the best goalkeeper on East, but will play at full-back, at which he is pretty good, although not a very fast swimmer; he played well in goal last year in the Hongkong-Shanghai water polo contest. H. A. Lammett does not seem to be playing as well as in former years, but is still dangerous in the forward line. A. S. Ellis, the youngest swimmer in the team, is a fairly good swimmer, and plays well as a forward. J. Forbes fills the position of goalkeeper very well. A. V. Harris is an old and safe poloist, and fills the position of full-back.

The O.Y.C. will be represented by:—R. G. Wicheil, C. J. Cooke, Carl Bunje, T. Logan, G. Wicheil, Ross and Heigh. Bob Wicheil is undoubtedly one of the best water polo players in Hongkong, and at centre half is very good; represented Hongkong against Shanghai last season. Cooke, another old player, also played against Shanghai last year and is very good as a full-back; he is, I think, the swiftest swimmer in the team. Carl Bunje is quite new to the game, but in time ought to make a good poloist. Tommy Logan has proved himself a first class swimmer, and although this is his first year at polo, he has filled the position of centre forward admirably, and needs watching. G. Wicheil has improved a lot this year in the forward line, but still lacks the dash of a good player. Ross is another new man to the game, and seems a trifle slow to fill his position as a forward. Heigh seems to feel a bit strange in goal, but is improving fast.

JELLY BUG.

SANITARY BOARD.

The following items are included in the orders of the day for the meeting on Tuesday next at 3.45 p.m.:

Reply from Government relative to the removal of the urinal at Salisbury Road.

Letter from Government relative to the Pektium water supply.

Report of the committee relative to special care of graves in the Colonial cemetery.

Report of the committee appointed to consider the question of suitable sites for fat-bolling establishments.

Report of the committee appointed to investigate the state of affairs existing at the latrine adjoining the Hang Hom Dock.

Misuse by the Head of the Sanitary Department relative to the proposed departmental disposal of refuse for 1911.

Misuse by the Head of the Sanitary Department relative to the construction of a market and slaughter house at Aberdeen.

Misuse by the Head of the Sanitary Department relative to a slaughter house at Sam Shui Po.

Correspondence relative to warning the public against encouraging the breeding of mosquitoes.

THE attempted assassination of Senor Maurea, ex-Premier of Spain, in Barcelona was no doubt due to Senor Maurea's severe repression of the revolt in Barcelona in 1909.

H. E. HS. LIANG, Viceroy of Manchuria, according to a Mukden telegram, has borrowed ¥ 700,000, at 6½ per cent interest, from the Yokohama Specie Bank for five years.

His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Henry Keswick to be an unofficial member of the Legislative Council *vice* Mr. W. J. Gresson resigned.

LONDON now possesses its Chinese restaurant—that is in the West End. Society has taken to chopsticks, and after the theatre Londoners are tasting a Chinese supper at the sign of the Golden Dragon, in Denman Street, Piccadilly.

A big tiger, which had carried away several heads of cattle from a kiampong in the Raub district, has been at last shot down by the Penghulu. A huge snake was also killed near Raub after it had swallowed two goats the previous night.

His Excellency the Officer Administering the Government has been pleased to recognize, provisionally and pending the receipt of His Majesty's exequatur, Mr. A. E. Outleton as Vice and Deputy Consul-General of the United States of America in Hongkong.

WE have it on very good authority, says *The Standard*, that the Tronoh Mines have come across a good place of land which is suitable for open-cast. The overburden is about 30 feet and it is reported that prospecting results indicate 30 cutters to the cubic yard.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

COLOUR-VISION TESTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Herewith I beg to enclose a copy of what we venture to think is a highly important communication which has just been addressed to the Board of Trade relative to the composition of the new Departmental Committee which has been appointed by the President of the Board of Trade to consider the much vexed question of the Colour-vision Tests which are at present applied to candidates for Masters and Mates certificates under the Board of Trade.

We are strongly of opinion that the composition of the Committee is one which calls for a considerable amount of criticism, and your notice of this matter would elicit our very sincere gratitude, also the gratitude of mariners generally.—I am, etc.,

T. W. MOORE,

Secretary.

[Enclosure]

The Imperial Merchant Service Guild,

Liverpool,

July 5th, 1910.

"M. 1910 10"

SIR,—With reference to your communication of the 1st June, in which you were good enough to inform us that the President of the Board of Trade was about to appoint a small Departmental Committee to advise as to what changes, if any, appeared advisable in the system of eight tests now in force at Board of Trade examinations, I may say that the Guild, having received information through the medium of this Committee, have now had an opportunity of studying it.

From the Board's letter, to which we have referred, we took it that representative shipping organisations were not to be invited to sit on the Committee, on the ground that the Board had deliberately decided to avoid this method of constituting the Committee as unsuitable, having regard to the nature of the subject to be investigated to the number of interests that would require representation. We naturally assumed from this, and from the fact that the Board of Trade were not themselves intending to be represented, that the Committee was to be a small and strictly impartial one and, presuming that was the desire of the Board of Trade, the Guild were not disposed to trouble you further regarding it.

But, we now find that the situation is far different from that which we considered we had a right to anticipate. The composition of this Committee is such as to bring its utility into grave question, however able and distinguished each member of it may be. In the first place we notice that eleven gentlemen have been selected to sit upon the Committee. Of these one is the Secretary to the second largest Association of shipowners in this country. Another is a distinguished underwriter, whilst another is one of the leading members of the nautical profession and an Elder Brother of Trinity House. Yet the fact remains that the Guild, which represents many thousands of certified British Captains and Officers, and which is responsible for the immense amount of litigation which has arisen over these eye-sight tests, are excluded from what we suggest is their undeniable right to representation.

But there is a still more serious factor to be taken into consideration. The Board of Trade's action in respect to these eye-sight tests is impugned not nearly so much as that of the Royal Society whose recommendations the Board adopted in the year 1892. It is now, we trust, conclusively proved that these tests, and more particularly so the tests applied to candidates on appeal after failure in colour-vision by Sir William Abney, F.R.S., are discredited and useless for their purpose. They have been the means of inflicting grave injustices, whilst, on the other hand, it is possible that they have enabled men to pass whose colour-vision has been defective and dangerous for sea purposes.

When the matter was, on our behalf, brought before the House of Lords by the Right Hon. the Lord Maserfield, who laid stress on the particular case of Messrs. Traill and Glover—candidates who had been failed in these eye-sight tests—and moved for the appointment of a Select Committee, the noble Lord who represented the Board of Trade, Lord Hamilton of Dalzell, after an ominous threat to the effect that the Board had every intention of taking away the certificates held by these gentlemen, stated that the Board were of opinion that the tests, as at present carried on, were efficient; and that they did not consider that any case had been made out for a Select Committee. But, evidently as a result of the case of Mr. John Traill, whose defence was taken in hand by the Guild, the President of the Board of Trade has changed his opinion which is now in absolute accordance with that urged by Lord Maserfield, but without avail at the time.

During the course of the Debate referred to, Lord Hamilton of Dalzell stated that, having communicated with Lord Rayleigh—a Past President of the Royal Society, and one who we think we are right in saying, took a leading part in framing the recommendations relative to the eye-sight tests which exist at present—he had received a letter from the noble Lord regretting that it was impossible for him to be present at the Debate, but authorising Lord Hamilton of Dalzell to say that he did not think the Board of Trade could be wrong in following the advice of Sir William Abney. This therefore amounts to a preconcerted opinion which, with the greatest respect to the distinguished noble Lord, is to say the least of it, highly unfortunate on a supposedly strictly impartial Committee.

The case is that the Royal Society is now on its defence and in justice to its position, as the leading body of scientists in the world, must defend the recommendations which it laid before the Board of Trade and which are now discredited on all hands, more particularly by the most competent ophthalmologists who have

devoted special study to the eye and to its efficiency under different circumstances and conditions.

At the special inquiry appointed by the Board of Trade, and presided over by Sir Francis Mowatt, G.C.B., to inquire into the case of Mr. Traill, for the purpose of compelling him to give up the certificate he held, the principal witness called on behalf of the Board of Trade was against Mr. Traill was Dr. Sir William Abney, F.R.S. Sir William Abney is a leading member of the Royal Society and one who has advised and acted for the Board of Trade in the matter of colour-vision since the recommendations of the Royal Society were adopted.

We notice that one of the Secretaries of the Committee is Dr. William Watson, also a prominent member of the Royal Society, who we understand has acted, or is acting, as assistant to Sir William Abney at the Royal College of Science. It should be borne in mind that at the case of Mr. Traill Dr. Watson tendered evidence in support of Sir William Abney. Then again, amongst those present at the Special Examination of Messrs. Traill and Glover by Sir William Abney, previous to the inquiry presided over by Sir Francis Mowatt, was Dr. J. H. Parsons, F.R.C.S., and, according to the Board of Trade, he agreed absolutely with the decision which was come to by Sir William Abney in failing Mr. Traill. Further, similarly to Dr. Watson, Dr. Parsons gave evidence in support of Sir William Abney, as against Mr. John Traill, whose livelihood was at stake.

We fear that it would be difficult to defend the appointment of two witnesses to take part in the deliberations of this highly important Committee, whose evidence against Mr. John Traill was thrown over in favour of practical testimony to his capabilities and efficiency as an Officer in all respects and especially so when the side of those who supported Mr. Traill has been completely ignored.

A great number of prejudiced opinions is, in the first place, thrown into the composition of the Committee which, we suggest, should have been most carefully avoided. If the inclusion of the scientists referred to was deemed requisite by the Board of Trade we, in a sense of strict justice, would ask why those who have brought the present tests seriously into question have been provided with no opportunity of taking part in the deliberations of the Committee? We are sorry that we find it an obligation upon us to express our profound surprise and disappointment at the nominations which have been made. It is farthest from our desire to cast any personal reflection whatever upon those holding the distinguished names which we have mentioned. They are known and recognized as men of great attainments, but it is now a question as to whether their matured judgment on former occasions—on which the Board of Trade acted—was right or wrong. In the capacity of witnesses they would have a perfect right to attempt to vindicate their opinions, but we cannot admit this right in respect to their acting as members of the tribunal itself.

The Guild had hoped to co-operate as far as possible in the direction of bringing the deliberations of the Committee to a satisfactory issue, but, as at present advised, this appears to be impossible. We do not know whether any of the medical or surgical societies intend to take action, but the Guild themselves view the constitution of the Committee as a whole with grave dissatisfaction, for any recommendations which may be made by the Committee cannot possibly command that confidence which is necessary for the purpose of removing once and for all the serious doubts and difficulties which exist at present in respect to the Board of Trade's tests in colour-vision.

We trust that you will be good enough to lay our views before the President of the Board of Trade, submitting as we do that the selection of the members of the Committee under notice is a matter where careful re-consideration is urgently necessary.—I am, etc.,

(Signed), T. W. MOORE,

Secretary.

The Assistant Secretary,
Marine Department,
Board of Trade.

THE directors of the British North Borneo Co. recommend a dividend of 1s. per share for the past year, which represents 5 per cent. This marks a further advance. For seven years to 1904 the Company paid a per cent. each time, for the next years 3 per cent., and for 1907 and 1908 4 per cent.

THE *Pearl Gun* understands that the recent find of tin on property at Tronoh is of a most extensive kind, some portions having as high a value as ninety cwt. per cubic yard. This in conjunction with Mr. Rampling Jones' discovery on private land should reassure those who have faith in the continued prosperity of the Tronoh mining district.

A SERIOUS electric tramway accident is reported from Tokio, in which over thirty passengers were more or less seriously injured. On the morning of the 17th inst., whilst a car was standing near Akasaka-mitsubo, another car came up at full speed from behind and crashed into the stationary car. The car, which was out of control, was derailed by the impact. Great excitement was caused among the passengers of both cars, and over thirty persons were injured.

AN additional regulation under the Liquor Ordinance published in the *Gazette* provides that—"All liquors of any kind added to drinkable liquors in bond in the process of breaking down shall be deemed to be part of the stock of the warehouse in like manner any loss or contraction occasioned by breaking down or bottling shall be deducted from the stock total of such drinkable liquor and be written off from the stock books. The licensee shall keep a separate account of all broken down liquors in a manner to be approved by the Superintendent."

NOTES BY THE WAY.

THE SHANGHAI CRISIS.

The reaction which set in in the rubber market in Shanghai recently is yet another forcible reminder of the fundamental principles of speculative enterprise. Judging from the seriousness of the situation obtaining in the Northern Settlement it would appear that the gloomy prediction of the individual who not long ago gave expression to the opinion that many chickens would come home to roost before "this rubber business was over" was after all right in his sinister prophecy. The majority of the unfortunate people who seem to have suffered indirectly as a result of the financial cataclysm were the Chinese.

It is not a new thing for the rubber market to have happened but not out of the difficulty by advancing loans. There is a certain gentleman in Shanghai who has invented the euphemistic expression "Go and eat some hay" when he wishes to call anybody a donkey. It certainly strikes me that it is a mild way of putting it but nevertheless it serves its purpose admirably. At all events, those who were not or would not be shrewd enough to foresee the pitfalls attendant upon the rubber fever and thus prevent the financial catastrophe need the hay very badly and a lot of it too. For our part, we should feel devoutly thankful that the fate of Shanghai has not overtaken us, for the spectre of bankruptcy has an unhappy knack of constantly threatening us in a vague sort of way. Unlike the gentle cynic who calmly declared that it will serve as a wholesome lesson to Shanghai, I can afford to be generous enough to fully sympathize with the *bons fides* sufferers who have almost been hurled headlong into ruin through no fault of their own. But I am afraid sympathy on an occasion like this is cold comfort.

FILLS AND FLOUNCES.

The local Courts, despite the absence of lively sparks which are such a prominent feature of the Divorce Division of the Court at home, are nevertheless not without their amenities. During the week at least a portion of the Justice Judge's time which would certainly have sufficed for the hearing of an ordinary summary action was taken up by a dispute between a local dress-maker and a lady resident, because the cut of certain blouses did not exactly coincide with her views about Dams Fashion. The beauty of the thing is that at the end of the morning's hearing, the litigating parties had gone no further than when they stepped into Court, for the very simple reason that owing to illness the defendant could not be present to explain the way and wherefore of her position, and her husband after a heroic attempt did not feel equal to discussing with the *modiste* the highly feminine considerations involved. Now the question naturally arises is it fair for the Judge that his sober tranquillity should be rudely disturbed by a Paris salon Court-room being turned into a Paris salon? I don't know whether the audacious have succeeded in proving to the majority of men their right to the vote but I have no hesitation in saying that they unequivocally qualified to sit as women judges in military disputes and such-like things. Then there would be a chance of the decision arrived at being at least compatible with justice.

OPINIONS (?) OF HOUSE OF LORDS.

Probably, the apparent inconsistency of the Liberal Government, whether unconscious or otherwise, has struck few observers. The following paragraph taken from that esteemed journal the *Standard* throws an interesting side-light on the new Peers' List. Here is the paragraph in question:—"Whatever design Mr. Asquith's Administration may have in the House of Lords their attitude towards the Upper House has not prevented them from creating seven new Peers, all of whom are Liberals and presumably doubly dangerous opponents of the Assembly which they are to uphold." (A shrewdly unkind smile, those two last words!)

BEER AND BISCUITS.

Here is another journalistic cabulation, which might possibly be considered wholly by those against whom the present Liberal Government are waging a relentless war. This time the smiter of the blow is the *Calcutta Asian*—The new aristocrats are all well up to the sample of most modern creations? Tea, Lottos, Bricks, Steamers, Engines, etc., etc. But as we have already lots of Beer, Biscuits, Buttons, Biscuits and so forth in Dabree, we suppose it is alright! We are not, however, by any means sure whether the Rads are as wise as they think! For it is easy enough to say, "I ate lords and lords" when you are not one, but what you are given a coronet, and a real lord greets you as "one of us," what then? Can all these new coronets be depended upon to vote solid for "down with the Lords?" We have our doubts!

ROOSEVELT AND A POKER PUN.

Once on a western trip Mr. Roosevelt stopped at a small town in Kansas. At the station the President was expected to say a few words to the assembled crowd, and he chose his favorite text of "race suicide" as being most appropriate to the district. While speaking he noticed a man bearing three small children on his shoulders, and beside him stood a woman carrying two babies. The President's speech was going along smoothly when suddenly the man with the three children broke in with a voice that could be heard a quarter of a mile away. "Hey, Teddy," he shouted, "can you beat this? It's a full house, Teddy, triplets and twins, three of a kind and a pair."

CASUAL CRITIC.

HEARING that an oil spring had been struck in a backyard at Leigh, Lancashire, a London firm sent down an expert, who was anxious to find that the oil was not there, and the firm was due to a leakage from an oil pipe in the vicinity. The oil had been found in a garden, a garden, a garden.

WILLIAM POWELL, LIMITED.

ANNUAL MEETING

The 11th ordinary general meeting of shareholders in William Powell, Ltd., was held at the company's offices, Alexandra Buildings, at noon, to-day, for the purpose of receiving the report of the directors and statement of accounts to June 30th, 1910. Mr. G. C. Moxon (chairman of directors) presided. There were present: Messrs. H. J. Gedge (director), H. Percy Smith, J. M. Wong, E. Maurice, and Harry Eyre (manager).

The manager having read the notice calling the meeting,

The Chairman said:—Gentlemen,—The balance sheet for the year ending 30th June 1910, having been some time in your hands, I will with your permission, adopt the usual custom and take it as read. The balance of profit at credit of working account is \$4,656.67 against \$1,355.55 last year, and whilst your directors regret the decline they do not think that shareholders need in any way despair as to the future. They are of opinion that the Company gets its fair share of any business going and that the poor result of last year's working is due to singularly dull trade and to the huge rent they are now compelled to pay for premises occupied. Of the net profit \$1,932.21 they propose that \$433.06 be written off for bad and doubtful debts and \$4,087.02 for furniture and fixtures and the balance of \$673.15 be carried forward to next account. It is considered advisable, to bring down furniture and fixtures to a low figure, as in the move to new premises it is possible these fixtures may not be worth more than present book value. After much consideration and search your Board have secured premises which they think will prove economical and advantageous to your business in point of position, and a lease will shortly be signed for the building now occupied by Watson's Aerated Water Factory, almost immediately opposite this building. This building is to be put into a thoroughly fit state to suit your needs and it is hoped will be ready for occupation next summer, after your present lease terminates. A considerable economy will be effected by this move and given normal trading conditions, there seems to be no reason why this company should not again pay fair dividends to its shareholders. With regard to the accounts now before you, it is to be noted that the debt to the Company's Bankers is slightly larger than last year, but this is more than balanced by new stock bought. There is a ill old stock estimated to be worth \$6,000 to be disposed of which it is hoped will be sold during the current year. Every effort made by your manager to keep up to date in every way and to obtain for the company as much business as possible and so to meet all competition. Since our last meeting Mr. Hinds has resigned from the Board and Mr. W. J. Gedge has been invited to take his place; his election requires your confirmation. Before formally proposing the adoption of the report and accounts now before you, I shall be pleased to answer any questions that may be put to the best of my ability.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. Wong seconded.

The motion was carried unanimously.

Mr. Wong proposed the confirmation of the election of Mr. Gedge as a director and the re-election of Messrs. Moxon and Gedge as directors for the ensuing year.

Mr. Eyre seconded.

Carried.

Mr. H. Percy Smith was re-elected auditor on the motion of Mr. Gedge, seconded by Mr. Maurice.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance.

THE REPORT.

The directors' report was as follows:—

To the shareholders of William Powell, Limited.

The directors beg to submit to shareholders a statement of the company's accounts for the year ending 30th June, 1910.

The profit for the year, including the sum of \$782.03 brought forward from last account and after allowing for bad and doubtful debts, amounts to \$1,762.15, which your directors propose should be absorbed by writing off fixtures and fittings \$1,087.02 and carrying forward the balance \$775.13.

It will be noted that there is still a portion of old stock on hand estimated to be worth \$6,000.

DIRECTORS.

Mr. Hinds having retired from the Directorate during the year, Mr. H. J. Gedge was invited to fill the vacancy.

AUDITOR.

The annexed accounts have been audited by Mr. H. Percy Smith, F.C.A., who offers himself for re-election.

G. C. Moxon, Chairman.

Hongkong, July 22nd, 1910.

Events Coming.

Monday, 1st August.

Bank holiday.

Tuesday, 2nd August.

Sanitary Board Meeting, 3:45 p.m.

Land Sale of Crown Land Macdonnell Road, at P.W.D., 3 p.m.

Wednesday, 3rd August.

Meeting, Licensing Board, 2:15 p.m.

Thursday, 4th August.

Legislative Council meeting, 2:30 p.m.

Saturday, 6th August.

Gymkhana, Race Course.

V.R.C. Aquatic Fair, 9 p.m.

Tuesday, 9th August.

Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Thursday, 11th August.

Auction sale of valuable Leasehold Property, at Mr. G. P. Lammer's, 2 p.m.

RACIAL RIOTS IN THE STATES.

The following account of the racial riots in the United States, following on the Johnson and Jeffries fight is drawn from the correspondence of the *Daily Telegraph* and the Central News:—

Now that the big contest is over, and the orgy of n. u. violence in Reno with which it was accompanied is disappearing, Americans generally are feeling a reaction of profound disgust. That is the inevitable conclusion to which one is forced after reading the dispatches from all parts of the United States. North, south, East, and West, and by conversation with representative citizens best fitted to express the thought and sentiment now awakened in the nation.

To speak plainly, this reaction and disgust was already under way long before the two men scrambled into the ring, but it is inevitable a thousandfold to-day, because in scores of cities race riots between whites and negroes followed in the wake of Johnson's victory. In the United States thousands of negroes in the big cities were beaten by mobs.

Twelve are dead and two are reported dying. The mob spirit seemed to rise whenever a negro cheered for Johnson after the match, or permitted his exultation over the victory to grow to an extent that made it offensive.

Negroes were chased through the streets in the South and North, and revolvers were fired and knives wielded. In New York, shortly before midnight, I witnessed scenes in the negro section, which made one blush for the alleged civilization of the Anglo-Saxons.

The colored people of the Anglo-Saxons. The colored people of the United States are being treated as a class of inferior beings, and are being treated as a class of inferior beings.

Such scenes, I believe, would be impossible in the capitals of the older civilisations, but in the United States the racial prejudices engendered between the two are still strong.

"Let this be the last contest in America," is the sentence which, I believe, interprets the mind of the American people to-day, and the sequel will follow very shortly, when the Nevada Legislature, bowing before the weight of enlightened public opinion, will come into the line with the other States, and no longer permit human shambles under the shield of the law.

An analysis of the percentage of the

THE FURSE, THE DUMAS, and the share of the moving picture money, when added to the amount earned by each competitor after the articles of the fight were signed, shows that Jeffries and Johnson netted over £5,000 each for every minute they boxed and to this big revenue one may add the amounts both will receive from music-hall tours.

It is no longer questioned that the fight was on a level, which seems to be the only really satisfactory feature of the entire affair.

OUTBREAKS IN NEW YORK.

Rioting has taken place practically in every city and town in the United States, and in many places the police are powerless to quell the excited throngs. In many sections of New York City outbreaks occurred, and one negro was killed and another hanged to a lamp-post by a mob of whites. He was rescued by the police, who arrived just in time to save his life. In every city the police were on the jump all night, quelling disturbances, and the reserves were called upon several times to put down the mobs that gathered. Negroes were pulled from the street cars and beaten, some were flogged in the street unconscious, and were able to tell only that they had been set upon and flogged. In several instances whites were beaten in the negro sections of the city. In these neighbourhoods, and wherever else there was a likelihood of trouble, there were as many as four policemen at every 100 yards.

Individual attacks, usually by whites on blacks, were responsible for the assembly of crowds of disorderly people.

IN THE MELT.

which followed all sorts of weapons were used indiscriminately, the most common being iron pipes with broken bottles and sharp-edged razors. In Schenectady, State of New York, negroes armed with guns and razors went about the streets blowing white persons about the side-walks and searching for trouble. Several fights took place. One negro drove a razor on a crowded street-car and was beaten almost into insensibility and kicked from the car. Crowds of whites attacked the negroes, and in a number of instances drove them to seek refuge in the police station.

CHARGE BY POLICE.

In Birmingham, Alabama, a white was shot in the ankle by a negro. A race feeling was at fever heat. The Orpheum Theatre, attended by negroes, and the Bijou, where the whites received the returns of the fight, are situated at opposite street corners. As the two crowds poured into the street, a riot was started. Squads of police charged the crowds, and as soon as whites or blacks stepped to argue they were either arrested or driven away. The white crowd dispersed. As the negroes moved forward, the whites formed up-town and started for the negro crowd with the intention of inflicting punishment. The police, however, prevented a clash. In Uvula, Georgia, three negroes were killed. Negro workmen there had been insolent towards the whites for several days. They began drinking, and became so boisterous that a white posse was organized to clean out the camp. As the posse approached the camp it was met by a volley of shots. The fire was returned, and when the negroes fled they left behind three dead and five badly wounded. The firing negroes were being hunted by the vengeful whites all to-day.

At Houston, Texas, a negro, whose throat was slashed by a white man, died in hospital. The negro had rashly cheered Johnson's victory. These are only

SAMPLES OF THE RACE DISTURBANCES in various parts of the States, but chiefly in the South, where the blacks are most numerous. Lynchings were prevented in a score of cities only by the quick work of the police. At New Orleans, Atlanta, and St. Louis, extra police were had to be kept on duty all night. Washington, Philadelphia, Cincinnati, Louisville, Macon, Little Rock, Pueblo, and other large cities report serious riots and attempted lynchings. In Chicago several minor clashes took place and in one of them a negro woman was slashed with a razor. It is probable that by to-night the total deaths will be twenty and the injured about 200. Most people deeply regret the disturbances, which have done more to revive race prejudice in the United States than any other event for many years past.

A more pleasant sequel to the fight is described in a telegram from Chicago, where the black champion's mother lived. When the fight of Jeffries was announced, the coloured friends of Mrs. Johnson, who were waiting in the street for the news, hoisted her on their shoulders and carried her in triumph to her home. Thousands of negroes assembled outside the house and clamoured for a speech. Mrs. Johnson finally came out on a balcony on the second story and spoke to the excited crowd. She told them that never had North or South turned out with a man and excitedly waved before them her son's photograph. She concluded by saying: "There'll be a hot time in the old town tonight."

COMMERCIAL.

July 30th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. R. S. Kadoorie & Co.:—

Allatani	.....6/6
Anglo-Javan	.....15/
Anglo-Malaya	.....27/
Balgownie	.....18/
Bata, Tigras	.....17/
Bortams	.....17/
Bukit Kajangs (pp.)	.....63/
Bukit Rajabs	.....17/
Carey Uniteds	.....26/ prem.
Castlefields	.....135/
Changkat Serdangs	.....14/
Cherans (part paid)	.....13/
Do. (fully paid)	.....26/
Damansaras	.....177/6
Eastern Internationals	.....25/6 prem. ex div.
Fed. Selangors	.....25/
Glenagals	.....25/
Glenagals	.....25/
Golden Hopes	.....125/
Highlands and Lowlands	.....125/
Indragiri	.....225/
Indragiri	.....225/
Jacquins	.....17/
Jonglandors	.....17/
Kamunings	.....17/
Kuala Lumpurs	.....197/6
Landrans (fully paid)	.....17/
Landrans (ppd.)	.....17/
Labus	.....17/
Leburs	.....17/
Linggis	.....17/
London Asiatics	.....143/
London Ventures	.....17/
Melmas	.....17/
Pajmas	.....17/
Pegohs	.....17/
RubberTrusts	.....37/6 prem.
Saggs	.....330/
Sandycrofts	.....333/
Sapongs	.....37/
Seafelds	.....37/
Sekongs	.....35/ prem.
Shelfords	.....17/
Singapore & Johores	.....17/
Sumatra Paras	.....17/
Sungel Chohs	.....17/
Sungel Kapars	.....17/
Tandjongs	.....37/6 prem.
Tangkabs	.....225/ prem.
Toetangle	.....27/ prem.
Ulu Renu	.....17/
United Serdangs	.....17/
United Singapore	.....17/
United Sumatras	.....17/
United Langkats	.....17/
Para Rubber	.....9/3

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 29th inst.:—The apathy in local stocks last reported has been somewhat dispelled during the week under review. A spasmodic demand has been met for Banks, Unions and Wharves, other stocks remaining more or less neglected.

Rubbers.—The past week has witnessed a further decline of most shares, in sympathy with the fall in the price of the raw commodity, the last quotation from London for Fine Hard Para being 9/5. As we close, the share market comes rather better from London. Banks.—Hongkong and Shanghai Banks remain very steady. Several sales have occurred at \$95-100, but at the former price more shares can be placed. Nationals are again without business, buyers prevailing at \$76.

Marine Insurance.—Cantons are somewhat easier and have been sold to a small extent at \$72 1/2. Unions have been sold at the advanced rate of \$150, more shares being probably obtainable. North Chinas are inquired for at \$115. Yangmies have improved to \$105. Fire Insurance.—China Fires have again been dealt in at \$112 while Hongkong Fires are offering at \$50.

Shipping.—There has been very little business transacted in stocks in this section. Hongkong, Canton and Macao Steamboats have been booked at \$32 1/2, with more shares offering. There is a small inquiry for Star Ferries, but the price of \$13 offered is not sufficiently tempting. Shell Transports experienced a considerable setback and at one time the quotation from London came as low as 94/.

The market, however, has since recovered, and according to latest information from home the price is now 95/.

Refineries.—China Sugars have been rather erratic. Shares were reported to have changed hands at \$165, but sales have since taken place at \$167, and this is the present price ruling.

Mining.—Rauhs are in some demand and have been taken off the market at \$7 1/2 and \$7 1/2 closing strong. Chinese Engineering and Mining Company shares continue in demand at \$16. Charbonnages have been sold to Paris at Fcs. 1475, being the equivalent of about \$730.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks were sold to a small extent at slightly under par for the settlement but there are now buyers at \$30. Shanghai Docks are unaltered at \$17. Hongkong and Kowloon Wharves have been the medium of a large business, and owing to the pressure of shares on the market the price dropped as low as \$34 1/2. Shinghai and Hongkong Wharves are a shade easier with sellers at \$18.

Land, Hotels and Buildings.—Hongkong Lands have been dealt in at \$101 and \$102 1/2, we now quote them sellers at \$97 1/2 and the dividend of \$5 1/2 paid to-day. Humphreys' Estates are unchanged, with sellers at \$14. West Point is in some demand and can be placed at \$38 ex the interim dividend of \$180, paid to-day. Kowloon Lands have again found buyers at \$32 1/2. Shanghai Lands have risen to \$110. Hongkong Hotels have further receded and are offering at \$104 and the new shares at \$82.

Cotton Mills.—Small sales of Hongkong Cottons have been put through at \$4 1/2, but there

To-day's Advertisement.

NORWEGIAN VICE-CONSULATE, HONGKONG.

WEDNESDAY Next, 2nd of August, being the Birthday of HIS MAJESTY KING HAARON VII., the Norwegian Acting Vice-Consul will be pleased to receive at his Office, Prince's Building, Ice House Street, between 10 and 11 A.M. the Norwegian Consulate then in Hongkong, and between 11 A.M. and 1 P.M. British officials and officers and his foreign colleagues.

The office will do no business all day on August 2nd.

Hongkong, 30th July, 1910.

are no more obtainable except at an advance.

Now, according to latest telegraphic advice, are quoted in the North at \$120. Other Northern mills as follows:—Internationals \$15. 62, Laon Kong Mills at \$16 1/2 and Soy Cheats at \$14. 240.

Miscellaneous.—China Borneos are on offer at \$4 1/2 and could possibly be obtained lower.

China Provident have been booked at \$8 1/2, and \$8 Green Island Cements have been sold at \$6 1/2. Dairy Farms at \$19 1/2. Hongkong Electric continue in demand at \$19 1/2, whilst China Lights are still offering at \$14. 40.

Hongkong Ice has buyers at \$15, and Hongkong Ropes at \$11. Peak Trams are offering at \$4, and the new shares are inquired for at \$4 1/2.

Steam Laundries have been booked at \$5 1/2 and \$5. 40. Watsons have been placed at \$6 1/2 and \$7. Langkats are unchanged at \$14 and \$15. Sumatras come slightly higher at \$15. 175.

Rubbers.—Small business has passed, sellers ruling the market. Glenagals have changed hands at \$4 1/2, and Singapore and Johores have found buyers at \$6. Rubber Trusts have been sold at 35/6, and United Serdangs at various rates between 124/ and 161/.

Highlands and Lowlands have gone to London at 120/-, and London Asiatics have been done at 15/-.

Pegohs have changed hands at \$38 (Strait), and Kamunings and London Ventures have been sold at 6/- and 6 1/2 respectively.

London has bought Tandjongs at 57/6 premium, and Singapore are buyers of Sandycrofts at \$34 ex dividend and rights. There has been a fair demand for Linggis, but no shares have been obtainable from London under 57/.

Exchange.—The Bank's drawing rate on London is 1/10 on demand and the T.T. rate on Shanghai is \$15. 74 1/2.

BRAZIL WAKING UP.

AMAZONAS CONGRESS ADVISES PLANTING.

THE FUTURE COMPETITION WITH MIDDLE EAST.

The following series of conclusions was arrived at, after prolonged debate, in connection with the Brazilian rubber position, by the recent congress held under the auspices of the Commercial Association of the Amazonas:—

The Congress looks upon the planting of the rubber tree in Amazonia as an urgent and unavoidable necessity.

The Congress advises the present owners of rubber estates to interplant, to replant the existing paths, and to plant in open spaces in the forests or in clearings made in them.

The Congress recommends to the Governments to make an extensive propaganda in Europe, and particularly in the United States of America, on the advantage of investing capital in the rubber industry in the Amazon Valley.

In order to encourage the establishment of new plantations of rubber trees, the Congress advises the Federal Governments to make a uniform price for the lands intended for the extensive industry, and to limit themselves to the lowest prices at present ruling in those States.

The Congress advises the Governments to protect by special laws the caucheros (Castilla Uti), and recommends at the same time the maintenance of forest preserves, in which it shall be forbidden to cut trees or other trees.

The Congress advises the Governments to send competent persons to countries where the cultivation of the Hevea has been successfully tried; in order to study and verify by sight the methods there employed either to cultivate or to prepare the latex and the rubber as also the extensive distribution of any report presented by such agents.

The Congress advises the rubber planters not to abandon the smoking process.

The Congress can but applaud the efforts made to discover new processes of coagulation, and it recommends that the Governments and mercantile associations offer prizes for the best processes, especially for the coagulation of the latex of rubber. It may be seen that all attempts in this sense should aim at producing a better product from cauchos than is obtained by fumigation.

The Congress absolutely condemns all and every process of coagulation by acids or by alkalis, because such processes depauperate the value of the latex of the Hevea, to the serious injury of the manufacturer.

The Congress earnestly urges the Governments and associations to enact repressive regulations against fraud in the preparation of rubber, including the mixture of the latex of different species of gummiferous trees and the wrongful designation of type or origin.

The Financier remarks:—That the men of average sense connected in any way with the Brazilian rubber industry should find himself in disagreement with the first resolution we can hardly credit. Whether, however, this somewhat belated effort on the part of the wild rubber have to undertake the plantation rubber tortoise will open the usually accepted conclusion of the fable is open to doubt. Contingent (at some risk, we admit) metaphor, it is permissible to ask whether the Brazilian stable-keeper is now proceeding to lock the door after the horse has been stolen. It is not necessary, we opine, to put the matter so strongly as the sentence just penned might appear to indicate, especially to those who are fairly conversant with the work of years, at any rate, we must depend upon wild rubber supplies for by far the greater percentage of the commodity usable for commercial purposes. It is when the existing planted areas in the Middle East (and let us be generous—elsewhere) have reached their full output—in other words, when every good cultivated tree which can be tapped is being tapped—that the real battle between plantation rubber producers and wild rubber producers will commence. The battle will not be a matter of days or months, but possibly some years will have to elapse before either a decisive victory or an honorable peace has to be recorded.

To-day's Advertisement.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, 1st August, 1910.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th July, 1910.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, 1st August, 1910.

By Order,

A. R. LOWE, Secretary.

Hongkong, 30th July, 1910.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by

PUBLIC AUCTION,

FRIDAY,

the 2nd day of August, 1910, at 2 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong, in Three Lots,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES situate at Victoria aforesaid, viz:—

Lot 1. ALL THAT PIECE OF PARCEL OF GROUND known and registered in the Land Office as Section E of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 5 Stone Nullah Lane. Area 920 square feet. Term 999 years. Annual Crown Rent \$15.30.

Lot 2. ALL THAT PIECE OF PARCEL OF GROUND known and registered in the Land Office as Section F of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 3 Stone Nullah Lane. Area 894 square feet. Term 999 years. Annual Crown Rent \$14.93.

Lot 3. ALL THAT PIECE OF PARCEL OF GROUND known and registered in the Land Office as Section G of Marine Lot No. 116 together with the message erections and buildings thereon known as No. 1 Stone Nullah Lane. Area 913 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale, apply to

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, Ice House Street, Solicitors for the Vendor,

or to

Mr. GEO. P. LAMBERT, The Auctioneer.

Hongkong, 30th July, 1910.

FOR SHANGHAI.

"DEVANHA."

Captain H. Powell, will leave for SHANGHAI on THURSDAY, 4th August, at Daylight.

For Freight or Passage, apply to

E. A. NEWETT, Superintendent.

Hongkong, 30th July, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Callings at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, 30th August, at Noon.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" THURSDAY, NOV. 3TH.	

"Empress" Steamers will depart from Hongkong at 5 p.m.

"Monteagle" will depart from Hongkong at 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec, with the Atlantic Mail Steamer as shown above. The "Empress of Japan" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked in all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to Clergymen in the service of the Government of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$43/-

Via New York \$45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. CRADDOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	"KWONGSANG"	TUESDAY, 2nd Aug, Noon.
SINGAPORE, PENANG & CALCUTTA LAISANG	"THURSDAY"	4th Aug, Noon.
TIENTSIN	"CHIPSUNG"	FRIDAY, 5th Aug, Noon.
LOONGSANG	"LOONGSANG"	FRIDAY, 5th Aug, 4 P.M.
MANILA	"YUNHSANG"	FRIDAY, 12th Aug, 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 19th Aug, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kwangsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified engineer is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 215, Hongkong, 30th July, 1910.

NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	TO SAIL
"ANHUI"	31st July, Daylight.
"TEAN"	2nd Aug, 3 P.M.
"KUEIHOW"	3rd " 4 P.M.
"CHEN IN"	4th " 4 P.M.
"SUNGKIANG"	5th " 4 P.M.
"NANCHANG"	6th " 4 P.M.
"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SOREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chuan, Linan, Chialun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

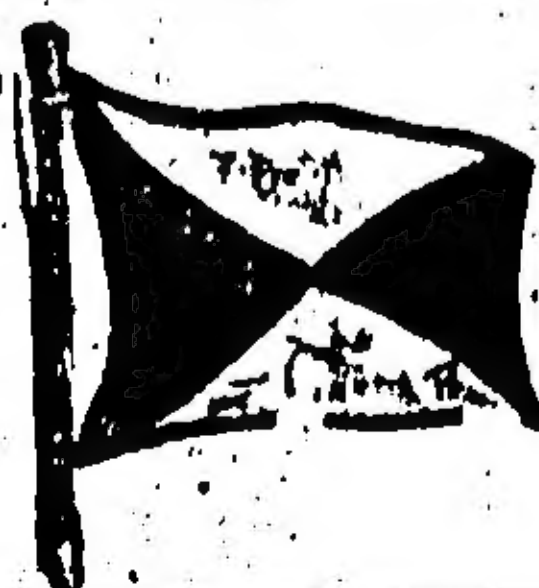
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Telephone No. 16, Hongkong, 30th July, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
LAURO	3540	A. Fraser	MANILA	SATURDAY, 6th Aug, at Noon.
ROSE	3540	R. Rodger	MANILA	SATURDAY, 13th Aug, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 30th July, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,183	WEDNESDAY, 10th Aug, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 7th Sept, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"JOSHIN MARU"	WEDNESDAY, 3rd Aug, at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOOSHOW	"BUJUN MARU"	THURSDAY, 4th Aug, at 10 A.M.
TASMU v. SWATOW & AMOY	"DAIOI MARU"	SUNDAY, 31st July, at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class \$73.00 2nd Class \$55.00 3rd Class \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager. Hongkong, 29th July, 1910.

NIPPON YUSEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGA MARU, Capt. M. Higashino, Tons 7000 WAKASA MARU, Capt. N. Nielson, Tons 7000 ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 3rd Aug, at Daylight. TUESDAY, 9th Aug, at 4 P.M. WEDNESDAY, 17th Aug, at Daylight.
VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug, From KOBE.
VICTORIA, B.C., & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, 6000 Tons	TUESDAY, 16th Aug, at 4 P.M. TUESDAY, 16th Sept, at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	HIKOKU MARU, Capt. M. Yagi, Tons 5000 KUMANO MARU, Capt. M. Winkler, Tons 5000	FRIDAY, 5th Aug, Noon. FRIDAY, 2nd Sept, at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	BOMBAY MARU, Capt. Teranaka, Tons 5000	TUESDAY, 9th Aug.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Comber, Tons 5000	WEDNESDAY, 3rd Aug.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 5000	WEDNESDAY, 3rd Aug, at Noon.
KOBE AND YOKOHAMA	WYAZAKI MARU, Capt. T. Mori, Tons 9000	THURSDAY, 4th Aug, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd "	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSEM GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE"

Captain Owen Jones, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London, (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 29th July, 1910.

HONGKONG-BOSTON AND NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "WRAY CASTLE" On or about 6th August 1910.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents. Hongkong, 12th July, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above on or about 13th August.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 29th July, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
Redhill	3,880	H. E. Dowell	23rd Aug.
Swallow	4,232	F. S. Cowley	17th Sept.
Kumeroo	6,237	G. B. McGill	20th Oct.
Aymeric	4,303	J. Boyd	10th Nov.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 28th July, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "DODWELL & CO., LIMITED," Agents.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 30th July, 1910.

Consignees.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, at 9.30 A.M.

All claims must reach us before the 5th of August, 1910, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO—Ex 22, *Leipzig* from Aden.

NORDEUTSCHER LLOYD, MELOHRS & Co., General Agents. Hongkong, 26th July, 1910.

FROM EUROPE.

THE H. A. L. Steamship "SAXONIA."

Captain Bable, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex 24, *Frankfurt* from New York.Ex 25, *Frankfurt* from New York.Ex 26, *Frankfurt* from New York.Ex 27, *Frankfurt* from New York.Ex 28, *Frankfurt* from New York.Ex 29, *Frankfurt* from New York.Ex 30, *Frankfurt* from New York.Ex 31, *Frankfurt* from New York.Ex 32, *Frankfurt* from New York.Ex 33, *Frankfurt* from New York.Ex 34, *Frankfurt* from New York.Ex 35, *Frankfurt* from New York.Ex 36, *Frankfurt* from New York.Ex 37, *Frankfurt* from New York.Ex 38, *Frankfurt* from New York.Ex 39, *Frankfurt* from New York.Ex 40, *Frankfurt* from New York.Ex 41, *Frankfurt* from New York.Ex 42, *Frankfurt* from New York.Ex 43, *Frankfurt* from New York.Ex 44, *Frankfurt* from New York.Ex 45, *Frankfurt* from New York.Ex 46, *Frankfurt* from New York.Ex 47, *Frankfurt* from New York.Ex 48, *Frankfurt* from New York.Ex 49, *Frankfurt* from New York.Ex 50, *Frankfurt* from New York.Ex 51, *Frankfurt* from New York.Ex 52, *Frankfurt* from New York.Ex 53, *Frankfurt* from New York.Ex 54, *Frankfurt* from New York.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION (BASED ON LAST YEAR'S DIV.)	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,00,000 \$250,000	\$2,028,988	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$15.11	5 %	{ \$950 buyers \$890 sellers
National Bank of China, Limited.....	99,925	£7	£6	{ £4,000 \$300,000	\$30,552	\$2 (London 1/6) for 1908 .....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	none	\$10 for 1908.....	6 %	\$172½ sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton	124,430	\$250	\$100	{ \$2,500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$850 sellers
Yongtze Insurance Association, Limited.....	12,000	\$100	\$60	{ \$1,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$707,637	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$438,406	\$6 and bonus \$2 for 1908.....	7 %	\$112
Hongkong Fire Insurance Company, Limited...	8,000	\$250	\$50	{ \$1,500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$426,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited...	30,000	\$25	\$25	{ \$750,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Dr. \$5,777	\$4 1/2 for 1906 .....	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Nil.	2 1/2 for year ending 30.6.1908 .....	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,200,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$20,766	Final of \$1 1/2 for account 1910	8 %	\$22½ sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	{ £150,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	£7,517.83	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154 .....	...	\$65 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £2,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	£192,994	{ 3rd 1/2 of 2/- per sh. (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. 09 A dividend of 7 % for 7, ending 30.4. 1910 A bonus of 5 %	5 % 5 % 4 1/2 %	98½ buyers \$24 sellers \$13 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$2,159	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$2,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Dr. \$8,090	\$10 per share for 1909	6 %	\$167
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ \$700,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Dr. \$25,891	\$5 for 1897 .....	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 6,028	Tls. 10 for year ending 31.8.09 .....	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ £1,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16 buyers Pa. 12
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ £600,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited {	150,000 50,000 500,000	£1 £1 G. \$10	£1 £1 G. \$10	{ £1,500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	£4,472 none none	\$1 per share 1910 dividend	5 %	\$7½ buyers 41/-
Oriental Consolidated Mining Co., Ltd.	500,000	G. \$10	G. \$10	{ £5,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	none	Final of Gold \$0.65 for 1909 in all G. \$1.15 .....	...	...
DOCKS, WHARVES & GODOWNS.								
Fawcett (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$3,300,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$52½ ex. and b.
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$122,755	Interim of \$1 1/2 for account 1909 .....	...	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 6,361	Final of Tls. 3 making Tls. 6 in all for 1909	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited...	16,000	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 500,000 Tls. 246,180 \$1,000,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909.....	7 %	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 100	Tls. 100	{ Tls. 3,500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 4,314	Tls. 6 for year ending 30.6.09	1 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$751,845 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$24,041	\$1.20 on old and 60 cents on first new issue, \$2.50 on old shares and 1.30 on new shares for half year ending 31.12.09	8 %	\$16 buyers \$104 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$1,277	Final of 5/- making 5/- for year end. 31.1.09	7 %	\$82½ ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$5,472	45 cents for 1909	6 %	\$82½ ex. & b. ex.
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$269	\$2 1/2 for 1909	8 1/2 %	\$32
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$300,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	none	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 109 ex. ex.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 63,060	Final of Tls. 15.80 making in all 3.80 per share for 1909	8 1/2 %	\$38 b. ex div.
West Point Building Company, Limited	12,500	\$50	\$50	{ none \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 1,250	...	...	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.....	20,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 10,991	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 122 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 40,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$9,551	50 cents for year ending 31.7.08	8 %	\$4½ buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 8,172	Tls. 7 1/2 for year ending 30.9.09.....	12 %	Tls. 57½
Loon-keng-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 1,829	Tls. 6 for 1909	7 %	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 2,172	Tls. 25 for 1909	10 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,032,480 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	£64	15 % per share for 1908	6 1/2 %	\$10 buyers \$9½ sellers
China-Border Company, Limited	60,000	\$12	\$12	{ \$720,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	£61,128	60 cents for 1909 .....	...	\$1.40 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	{ none \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$61,128	10 cents for year ended 28.2.06.....	...	...
Do. Do. special shares	50,000	\$1	\$1	{ \$500,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$2,500	80 cents for 1909	9 %	\$8½ ex. and b. ex.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$1,250	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$1,890	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$6½ sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$670	14 per cent. viz. \$1.40 for 1909.....	12 %	\$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ none \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$1,198	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$19½ buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$7,616	Final of \$8 for 1909	6 %	\$135 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$1,176	Final of \$1 making in all \$2 for 1910 and interim dividend of Tls. 12½ for 1910	9 %	\$21
Hongkong Rovers Manufacturing Company, Ltd.	60,000	\$10	\$10	{ Tls. 547,500 Tls. 61,924 \$1,000,000	Tls. 116,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	\$14 sellers \$1.60 s. & 1½ ss. \$10
Maatschappij of Mij, Bosch en Landbouw plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 61,924 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Tls. 61,924	...	...	...
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	\$3,014	Final Tls. 5 making Tls. 8 for 1908	1 %	Tls. 175 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	{ none \$254,881 \$303,793 £188,000 Tls. 225,000 Tls. 215,453 Tls. 246,180 \$1,000,000	Pa. 28,640	First year .....	...	\$29 sellers \$300 Hong currency
Philippine Company								